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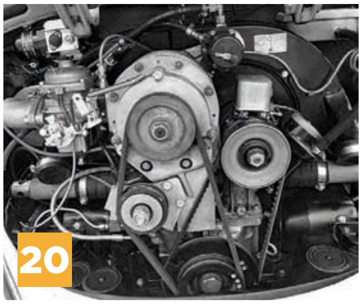
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VOLKS WORLD

The April 2018 issue goes on sale

Friday 9 March

Don't miss it!

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

Ongoing projects. Where would we be without them? Bereft of direction – richer perhaps – but thoroughly bored, I suspect. Just as well then that the *VolksWorld* team has been ultra busy this month braving the cold on driveways, in lock-ups and workshops all over the country.

You can check out what we've been up to in our mega sagas section which runs from pages 74-81 this issue, but in the meantime here's a bit of a summary.

Paul Knight has been helping out a long-term buddy revert his drag strip Notchback into a road car. It's street legal all right but as he says, it's hot, noisy and a bit of an animal. And it sure looks mad on the road…

I always love to hear about former editor James Peene's ever changing fleet of classic VWs, Porsches and motorbikes. Suffice to say his passion runs deep and he's got a brilliant eye when it comes to making whatever he buys (then usually sells) look super cool. This month after a momentary electrical glitch with his beautifully original '61 Beetle he's decreased the altitude to increase the attitude by fitting dropped spindles to a narrowed front beam, beefier brakes and a set of shiny Flat 4 Fuchs. And yes, you guessed it, the end result looks spot on.

> “the *VolksWorld* team has been ultra busy this month braving the cold…”

Cold comfort

While all this was happening, a well-travelled low-loader was pulling up outside Mark Walker's house carrying the red 1970 Beetle that he'd bought in Sweden a few weeks earlier. Always up for a challenge, the ever intrepid Mark had attempted to drive it home until a major oil leak scuppered his progress. Now it's home, he's been out in the cold in his thermals working on it in the evening with only a halogen floodlight for company. But it looks like he's making good progress and so far he's stripped the engine, sorted the brakes and completed a few other jobs. In fact, we're assured it's almost ready for its first MoT!

That brings us to our friend Cathal. Now what he gets up to at weekends on the Emerald Isle is anyone's guess but recently it seems he's been on a quest to rescue some of Ireland's rustiest Beetles. This month he's begun to resurrect a rare Anniversary Beetle that he's had stashed away in a garage for the past five years and has uncovered a rather worrying case of OCD concerning the previous owner and the car's oil service regime. Turn to page 81 to see what we mean, but you'll need to sit down and bolt the door because it sure is scary.

Meanwhile, I've been using my Beetle as much as possible, doing a few jobs as I go along. I need to make sure it's going to make it to Sandown Park in March. I'll let you know more next issue...

Ian Cushway
Editor

Paul Knight's been helping out his mate, Jim, make his drag Notch suitable for shopping duties

James has been busy making another old VW look really cool

Still smiling, that's our Mark…

We know it rains a lot in Ireland, but where on earth does Cathal find Beetles this rusty?

Ok, guilty as charged! I've been taking the soft option, cruising for croissants…

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Get them in the diary

Here's a list of season openers to get your 2018 off to a flying start

February

DubFreeze
Date: 17-18 Feb 2018
Location: Bingley Hall, Stafford
Contact: www.dubfreeze.co.uk

March

Freddy Files
Date: 11 March 2018
Location: Ninove, Belgium
Contact: freddyfiles2017.skynetblogs.be

The *Volksworld* Show
Date: 24-25 Mar 2018
Location: Sandown Park, Esher, Surrey
Contact: www.volksworldshows.com

Camperfest
Date: 29 March-1 April 2018
Location: Chester Racecourse
Contact: www.camperfest.co.uk

April

Elemental VW Show
Date: 7 April 2018
Location: Crouch Valley Showground, Essex
Contact: www.elementalvw.org.uk

Elsecar
Date: 15 April 2018
Location: Doncaster Racecourse
Contact: www.elsecarattheraces.com

World of Air
Date: 15 April 2018
Location: Olen, Belgium
Contact: www.worldofair.be

Big Bang
Date: 27-29 April 2018
Location: Santa Pod Raceway
Contact: www.big-bang.co.uk

May

The Only Meet is Essex
Date: 4-7 May 2018
Location: Orsett Showground RM16 3JU
Contact: www.vw-tomie.co.uk

Stanford Hall
Date: 6 May 2018
Location: Lutterworth, Leicestershire
Contact: www.stanfordhallvw.com

Vanwest
Date: 11-13 May 2018
Location: Burnham on Sea, Somerset
Contact: www.vanwest.co.uk

International Buggy Treffen
Date: 18-21 May 2018
Location: Full-Reuenthal Militärmuseum, Switzerland
Contact: www.buggy-club-schweiz.ch

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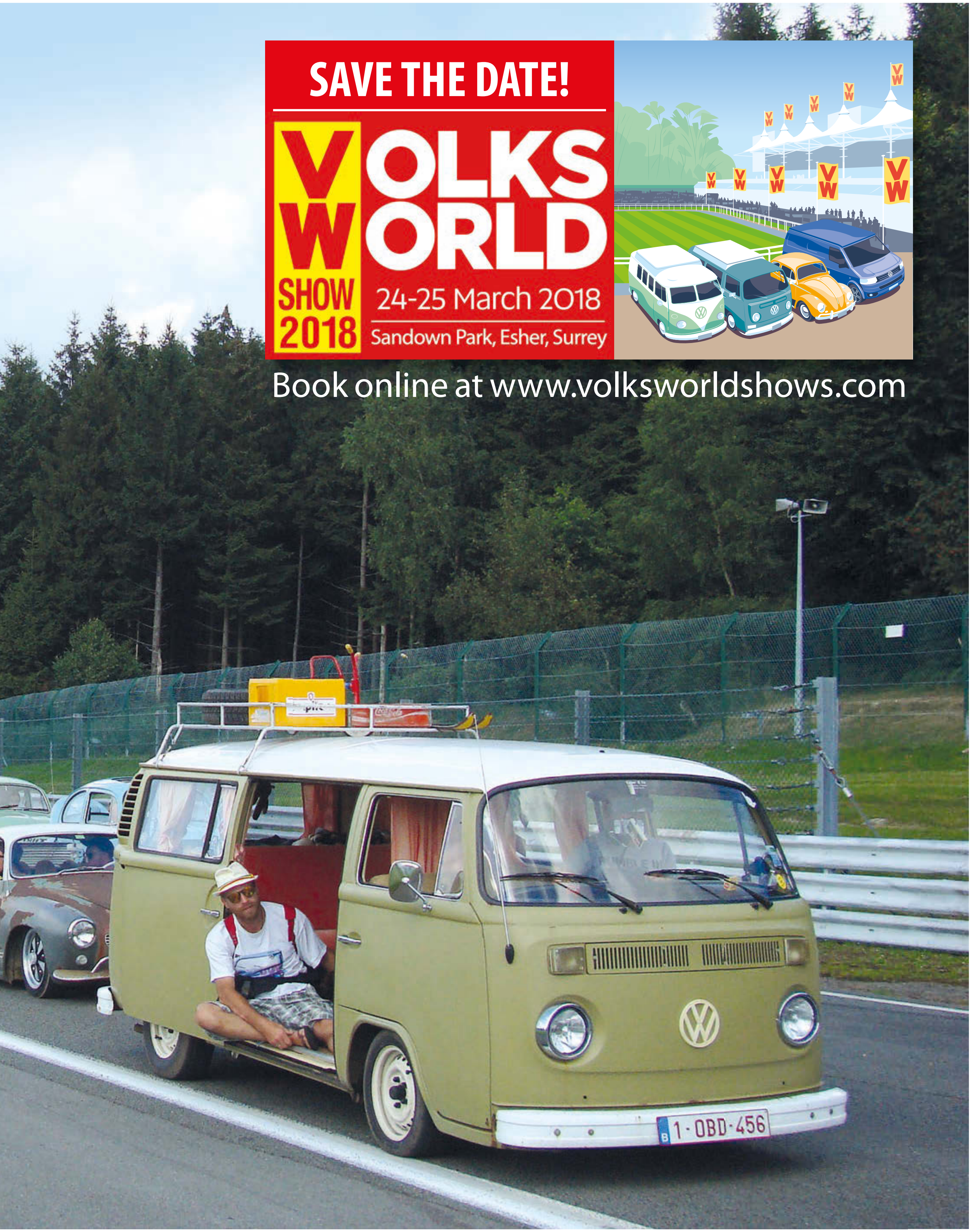

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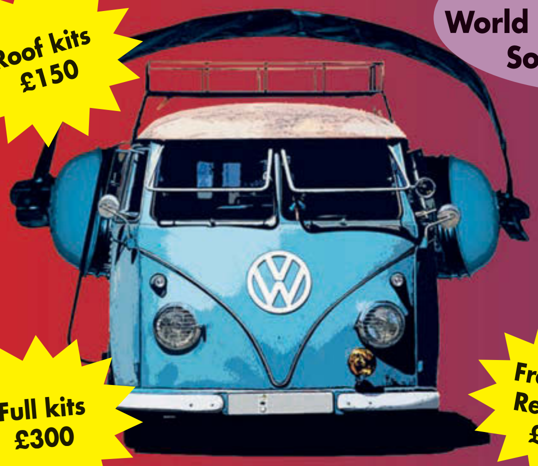

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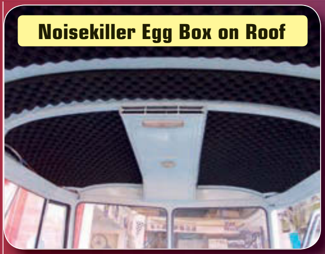
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All the action takes place at Sandown Park racecourse, Portsmouth Road, Esher, Surrey KT10 9AJ

Show opening times:
Saturday, 24th March 2018 – 10.00am to 5.00pm
Sunday 25th March 2018 – 10.00am to 4.30pm

Camping:
Camping area *only* opens 1pm Friday 23rd March 2018, closes 6pm Sunday 25th March 2018

Car park show 'n' shine

Meguiar's will be awarding trophies for Best Bus, Best Air-Cooled VW and Best Water-Cooled Transporter in the car park on each day of the show. It's open to anybody that does not have a car inside the main halls, so that's all you club guys, Vans in the Cool Water area and all the Bugs, Buses, Type 3s, Buggies, Ghias and Vans in the main car parks. No need to enter or park in a special place, our judges will find you. Awards will be presented each day at 4pm on the *VolksWorld* stand.

VW Clubs – Grandstand Apron

Make sure you check out the fantastic array of cars displayed by some of the best VW clubs in the country in the Grandstand Apron. And while you're there take the opportunity to chat with the owners and get the low down on VW clubs from your area. Why not join-up at the show and get the most from your VW?

VOLKS WORLD
SHOW 2018
24-25 March 2018
Sandown Park, Esher, Surrey

CAROLE NASH
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Meguiar's
Since 1901

HERITAGE
PARTS CENTRE

Cars for sale – front car park

If you are looking to buy or sell a VW, the dedicated 'cars for sale' area in the front car park is the place to head for. It's where thousands of buyers and sellers get together, with a large number of cars changing hands over the course of the weekend. While inside the show, make sure you also check out the 'cars for sale wall' in the main foyer, which we'll update throughout the weekend.

BUY YOUR CAMPING TICKETS IN ADVANCE AND GET A HOODIE TO KEEP YOU WARM THIS SPRING*

We are giving away a free *VolksWorld* hoodie to everybody who buys a weekend camping ticket in advance. Camping has become very much part of the show and allows you to take in the whole event at your own pace. Not only that, but you can also enjoy the 'camper's only' food, drink and evening entertainment in the golf course bar. Or, if the mood takes you, wander into town and enjoy the Esher nightlife. This year your *access all areas* wristband and separate entrance gate will make daytime entry to the show easier and quicker.

*Offer closes noon 5th March 2018

VOLKS WORLD

or to book tickets visit
rldshows.com

VOLKS WORLD SHOW 2018
24-25 March 2018
Sandown Park, Esher, Surrey

Sponsored by

CAROLE NASH The care it deserves
CAMPERVANTASTIC www.campervantastic.com
Meguiar's
HERITAGE PARTS CENTRE

Three floors of trade stands

Up to 100 traders will be on site, ranging from small specialist companies producing one off bespoke items to the biggest online VW parts retailers and everything in between. The show is a great place to meet the people behind the products, seek out information and get valuable advice on your restoration as well as find quality products at great prices.

FREE T-SHIRT WHEN YOU BUY YOUR DAY TICKETS IN ADVANCE*

VOLKS
WORLD

Buy tickets in advance and get yourself a free *VolksWorld* T-shirt – plus you can beat the queues by using your own entrance lane. Better still, you will save yourself a pile of cash. Day visitor and weekend tickets are on sale now via the website.

***Offer closes noon 5th March 2018**

Family entertainment all weekend

Live music, VW themed entertainment plus some really cool club cars make The *VolksWorld* Show the ideal place to chill, meet up with old mates, make new ones and talk about everything air-cooled VW. The two entertainment areas (one on each side of the building) will be hosting live bands and DJs throughout the day. Meanwhile, inside there will be free slot car racing, plus lots of other entertainment to keep you amused. Check out the website to see what's happening. To make it even better value for money, you can bring up to two kids aged 14 and under free of charge.

Get your free child tickets when you book your adult tickets online.

SHOW WEBSITE

Check out the show website to find out the latest news, gossip and show information. The website can be found at www.volksworldshows.com

NEED PARTS FOR YOUR RESTORATION?

If so, the International Swapmeet on the first floor is the place to head for. It's a whole hall of private swapmeet tables selling everything on your wishlist plus things you never knew existed. Indeed, it's a real treasure trove of VW parts, some at bargain prices. If you have parts cluttering up your garage and would like to help out a fellow enthusiast or want to make a few quid why not book yourself a table. Check out the website to find out how.

Huge VW California display

Part of the Summer Lawn this year is being allocated to a special display. Hosted by CamperVanTastic, Britain's leading VW Camper hire company, the display will feature a range of VW's iconic modern-day Camper Vans. Go along and take a look!

Win a Khyam awning

If you are super quick at awning erecting, why not enter our competition and you could win a Khyam awning for your camper. Visit either the CamperVanTastic stand in the Surrey Hall or on the Summer Lawn to find out more. The competition takes place in the Parade Ring at 3pm on Saturday and Sunday.

Cars from Europe

Show Cars from mainland Europe will be helping fill the display halls, many of which you may well not have seen before. Don't miss the opportunity to be inspired…

Cal Look line up

We are pleased to welcome some of the finest Cal Look cars in the country, a special must-not-miss show feature for the 2018 event.

For more information or to book tickets visit
www.volksworldshows.com

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www.sealey.co.uk

Valid 1st February
to 30th April 2018

Anniversary Edition

Established 1978

3 & 4tonne Trolley Jacks with Rocket Lift

- Min./Max. Saddle Height: 100/533mm.
- Max. Chassis Height: 162mm.
- Universal joint release mechanism allows safer, more controlled lowering of the jack.
- Rocket Lift feature brings lifting arm into contact with jacking point with minimal pumps.
- 2 Year Warranty - 2nd year subject to T&Cs and registration on website (www.sealey.co.uk).

3TONNE JACKS

Model No.	Colour	Capacity	Length	Weight	List Price	Exc. VAT	Inc. VAT
3040AY	Yellow	3tonne	734mm	38kg	£199.95	£139.95	£167.94
3040AO	Orange	3tonne	734mm	38kg	£199.95	£139.95	£167.94
3040AG	Green	3tonne	734mm	38kg	£199.95	£139.95	£167.94

4TONNE JACKS

Model No.	Colour	Capacity	Length	Weight	List Price	Exc. VAT	Inc. VAT
4040AY	Yellow	4tonne	745mm	44kg	£235.95	£169.95	£203.94
4040AO	Orange	4tonne	745mm	44kg	£235.95	£169.95	£203.94
4040AG	Green	4tonne	745mm	44kg	£235.95	£169.95	£203.94

NEW
UNIVERSAL JOINT RELEASE
ROCKET LIFT

Axle Stands (Pair) 3tonne Capacity per Stand

- Min./Max. Working Height: 290/435mm.
- Capacity: 6tonne per pair.
- Heavy-duty axle stands to safely support vehicles for extended periods of time.
- Large saddles for good load distribution.
- Sold in pairs.

Model No. AS3O

Model No. AS3Y

NEW
3tonne
HEAVY DUTY

Model No. AS3G

Model No.	Colour	Capacity Each	Capacity Pair	Min. Working Height	Max. Working Height	List Price	Exc. VAT	Inc. VAT
AS3Y	Yellow	3tonne	6tonne	290mm	435mm	£61.95	£47.95	£57.54
AS3O	Orange	3tonne	6tonne	290mm	435mm	£61.95	£47.95	£57.54
AS3G	Green	3tonne	6tonne	290mm	435mm	£61.95	£47.95	£57.54

360° Rechargeable Inspection Lamp 40th Anniversary Gift Box Edition

THE 360°
Lithium RECHARGEABLE
MICRO USB CHARGING
SMD LED
PATENTED DESIGN PATENTED & EXCLUSIVE TO SEALEY

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- Exclusive patented design owned by and registered to Sealey.
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- Micro USB charging port.
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- **Model No. LED3605RA**
- List Price £49.95

£32.95 EXC VAT
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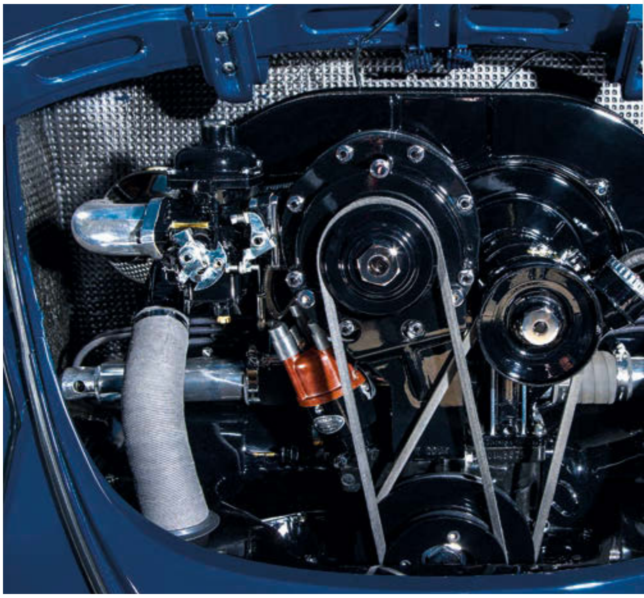
Shorrock and awe

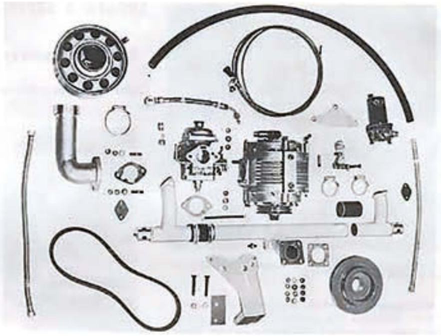
The Shorrock C75bv was arguably the best Volkswagen supercharger available during the 1960s. It's just a pity that very few people actually bought one

Words
Richard Gunn

Early Volkswagen air-cooled engines may have been rugged and reliable compared to what powered many of their rivals, but one thing they definitely couldn't claim was outright performance. The ability to cruise all day at maximum is all very well – but if that outright speed falls well below what everybody else is doing and it takes an age to get there, it becomes a little less useful.

One way around this, other than buying a Porsche, was to tweak your VW's engine to wring every last bit of potential out of it. A particularly effective yet quite simple way of doing this was by supercharging – fitting a mechanically-driven compressor that forced more oxygen into an engine, thus allowing it to burn more fuel and increase power. Probably the best-known and most widely-used example adopted by speed-hungry Volkswagen owners came from the Judson Research and Manufacturing Company of Conshohocken, Philadelphia, USA - which we've already tackled in a previous Blasts from the Past. But there were alternatives, one of which was courtesy of the British firm of Shorrock. While its C75bv supercharger may not have sold nearly as many as its Judson rival, what it did do is forge itself a reputation for quality. Which, unfortunately, was probably its undoing…





All the various components needed to fit a Shorrock supercharger. It was rather more complicated than just bolting it on

Blow it!

Christopher Shorrock founded Centric Supercharges Ltd in Preston, Lancashire in 1934 during an era when supercharging was enjoying its first flush of popularity, particularly among those who dreamed of a Blower Bentley but whose finances couldn't really run to anything beyond an asthmatic Austin. In 1947 the company became Shorrock Superchargers Ltd but didn't last too long as an independent concern, being purchased by Harry Ferguson – of tractor but also four-wheel drive fame – in 1950. Engineering giant Rubery Owen & Co took over in 1954 and the Shorrock factory was moved to Wednesbury, near Birmingham, in 1957.

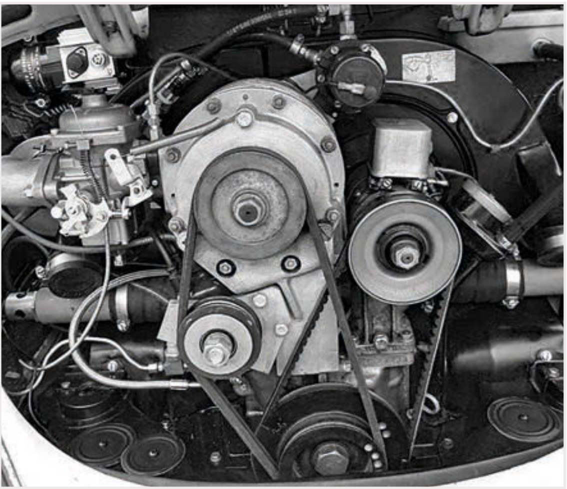
> "The Shorrock C75bv was just too high quality, effective and expensive for its own good"

By this time, Shorrock superchargers were being used in tractors, railway locomotives, trucks and cars. And there were some special projects as well. The same year of the move to Wednesbury, Stirling Moss drove a streamlined 1.5-litre MG, dubbed the Roaring Raindrop, to an astonishing 245.64mph at Bonneville Salt Flats in Utah, USA. At its heart was a Shorrock supercharger. Two years later, American Formula 1 driver Phil Hill managed 254.91mph.

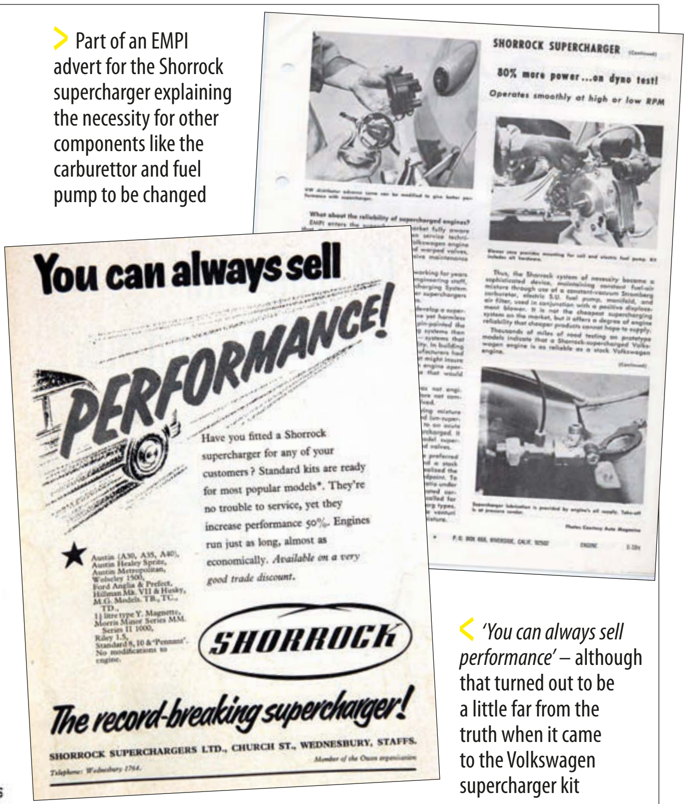
Such publicity did wonders for sales of Shorrock superchargers in the UK and the company was doing quite nicely, thank you, out of its range for small British cars. Such was the dominance of the UK car industry at the time, especially in its homeland, that Shorrock seemed to feel little need to branch out into anything more exotic than the Austins, Morrises and MGs that were its lifeblood. Anything from Europe seemed to be treated with Nigel Farage-ish disdain. At least, that was until EMPI came on the scene.

Suck it and see

In 1963, EMPI guru Joe Vittone visited the UK in search of new items to add to his already extensive Volkswagen performance and styling catalogue. Famously, his trip to Speedwell in London resulted in the BRM wheel being introduced to America as part of the EMPI range. But he also popped along to Shorrock to see if any of its superchargers could be used on



A Shorrock C75bv supercharger and components, as installed in a Beetle engine bay



SHORROCK SUPERCHARGER (Continued)

80% more power...on dyno test!

Operates smoothly at high or low RPM

You can always sell

PERFORMANCE!

Have you fitted a Shorrock supercharger for any of your customers? Standard kits are ready for most popular models*. They're no trouble to service, yet they increase performance 50%. Engines run just as long, almost as economically. *Available on a very good trade discount.*

★ Austin (A30, A35, A40), Austin Healey Sprite, Austin Metropolitan, Wolseley 1500, Ford Anglia & Prefect, Hillman Mk. VII & Husky, M.G. Models. TB., TC., TD., 1½ litre type Y. Magnette, Morris Minor Series MM. Series II 1000, Riley 1.5, Standard 8, 10 & 'Pennant'. No modifications to engine.

SHORROCK

The record-breaking supercharger!

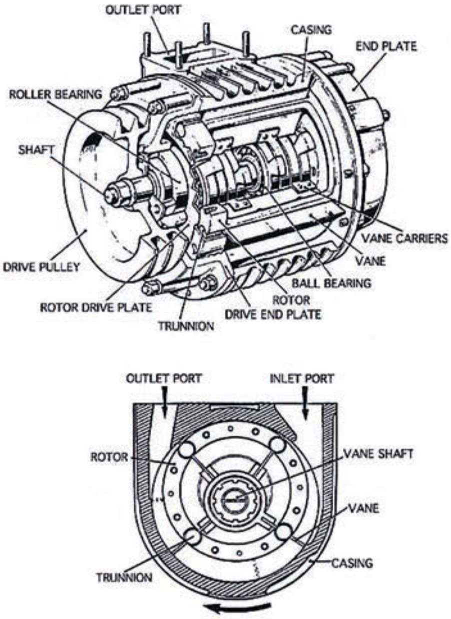
SHORROCK SUPERCHARGERS LTD., CHURCH ST., WEDNESBURY, STAFFS.

Member of the Owen organisation

Telephone: Wednesbury 1764.

Part of an EMPI advert for the Shorrock supercharger explaining the necessity for other components like the carburettor and fuel pump to be changed

'You can always sell performance' – although that turned out to be a little far from the truth when it came to the Volkswagen supercharger kit

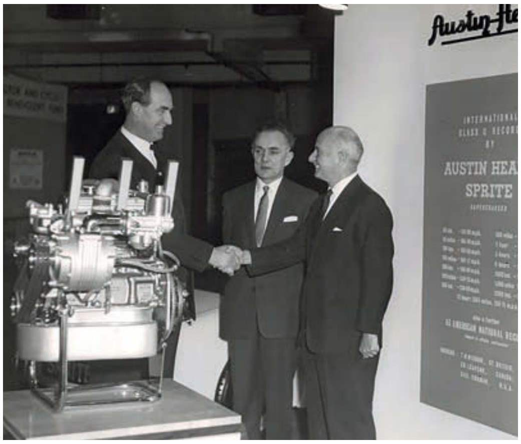


An exploded diagram showing how a Shorrock supercharger works

Volkswagens. Shorrock had nothing that would just bolt on, but its small C75b unit – intended for BMC A-series engines as found in the Morris Minor, Austin A35 and 40, MG Midget and Austin-Healey Sprite – could be adapted for the 1192cc VW engine by fitting a new casing with a different intake. EMPI launched the Shorrock C75bv kit at the start of 1965.

It was priced at $395, at the time a pretty hefty price tag – especially compared to the $144 that would buy the Judson equivalent. The reason for the price disparity was that the Judson was a simple sliding vane mechanism that was able to use a lot of the existing standard VW components. The Shorrock was much-better engineered but a more complex fixed-vane type that also necessitated a Stromberg carburettor and SU electric fuel pump to be fitted, along with a new intake manifold. Installation was thus also a more complicated and lengthy process than the four hours or so it would take before you could be out and about in your Beetle enjoying Judson joy. Granted, the Shorrock gave you more power – 72bhp for the basic kit, as opposed to about 60bhp from a Judson – but it was still a lot to pay. And that was just the start. EMPI offered several upgrades that, with further modifications, would boost power to 78bhp ($493.50), 82bhp ($684.50) or even 85bhp with its 1600 Stroker kit. That cost $794.50 in 1965; the equivalent of £285, which would be a whopping £3850 at today's rates.

Suffice to say, Shorrock's Volkswagen superchargers failed to put much of a dent in Judson's runaway market share, despite the promise of an 89mph top speed and 11 seconds being shaved off a Beetle's otherwise lethargic 40-60mph amble. It's estimated that between 50 and 300 kits were produced. Judson remained the go-to, low-cost, easy-fit performance tweak for Volkswagens, even more so after its price was lowered from $144 to $100. It sold thousands. The Shorrock C75bv was just too high quality, effective and expensive for its own good. Of course, that makes the kits even more of a Holy Grail for period performance parts fans today.



Chris Shorrock (centre) with Donald Healey (right) being congratulated on speed records claimed by a supercharged Austin-Healey Sprite

Speed king

Shorrock Superchargers Ltd survived until 1970, by which point the US Environmental Protection Agency (EPA) had made it illegal to fit tuning accessories using parts that weren't factory options, thus effectively killing off the add-on supercharger market in the States. What was left of the firm was consumed even further by Rubery Owen and renamed Rowen-Arc Ltd.

If you ever come across a Shorrock Volkswagen supercharger, snap it up. Because not only will it give you bragging rights over even somebody with a Judson, but you'll be able to out-perform them on the road too. Which is worth even more…

Exchange Engines

Built for peace-of-mind. Built to perform. Built to last.

With over 40 years of engine-building experience between them, our team of engineers know their craft very well. They assemble each engine for you as if they were building it for themselves.

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All assembled by our own craftsmen

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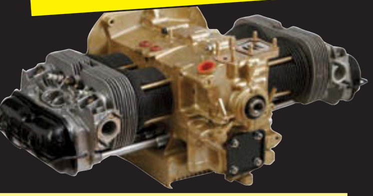
SILVER ENGINE *DIY PRICE: £899*

Our basic engine: reground crank, new main, big end/small end and cam brgs; **new** valves, springs, barrels, rings, pistons, oil pump, plugs, seals and gaskets. Crack-tested heads and crankcase; refaced flywheel and seats.

GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

DIY PRICE: £1075



BIG BORE RED ENGINE *DIY PRICE: £1175*

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,575

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,275

BIG BORE SUPER STREET PLUS

Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

NEW!

DIY PRICE: £1,675

We can arrange delivery / collection of all engines to / from UK mainland. £40 each way.

BIG BORE THURROCK ENGINES (1776cc/1835cc/1914cc)

Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

1776cc	from	***DIY PRICE £1,845***
1835cc	from	***DIY PRICE £1,895***
1914cc	from	***DIY PRICE £1,935***

1384cc BIG BORE for 1200cc

Your old 1200 bored out to 1384cc, which makes it go "rather well" and no need to upgrade your ancillaries. (1200s had shorter barrels than 1300 and over – hence traditional difficulty in fitting larger engine sizes to these cars.)

DIY PRICE: £1,025

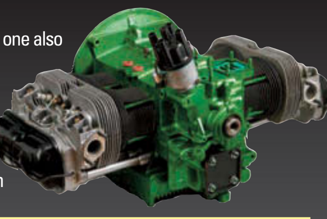
NEW!

GREEN ENGINE *DIY PRICE: £1125*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS *DIY: £1,525*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.



MEXICO ENGINE

New to our range of engines is The Mexico Range. This is an ALL NEW engine assembled with all new components. Every single part supplied in this engine is 100% new and built by The Engine Shop in the UK. Supplied and test run with a distributor fitted and a full written warranty.

NEW!

1600cc ***DIY PRICE £2,349***

1641cc ***DIY PRICE £2,399***

1776cc ***DIY PRICE £2,669***

TRANSPORTER 'CT' T25 1981-on

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase & brand new heads.

DIY PRICE: £1,149

TRANSPORTER 1·7 - 2·0 (1972-'83)

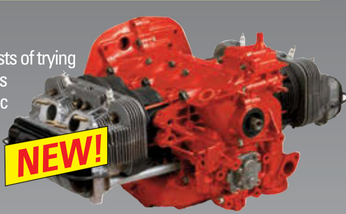
DIY:£2,125

Fitted with new main and big end bearings, barrels, pistons and rings, new cylinder heads, plugs, seals, gaskets, refaced flywheel, reground crank, crack-tested crankcase.

BIG BORE TRANSPORTER 1910cc

In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

DIY PRICE: £2,399



NEW!

BIG BORE TRANSPORTER 2400cc

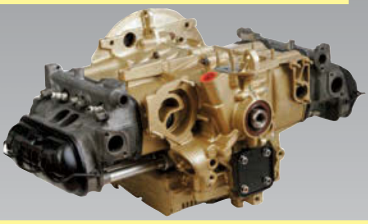
In exchange for your 2000. As above, fitted with 2·4 litre barrels/pistons and a fast road cam.

DIY PRICE: £2,499

WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

DIY PRICE: £1,525



10 YEARS SEAL OF APPROVAL

BIG BORE WATER-COOLED TRANSPORTER

In exchange for 1900cc. As 1·9 (left) but with 2000cc pistons and liners, and new heads. ***DIY: £1,999***

In exchange for 2100cc Injection. As above but fitted with 2200cc pistons and liners, and new cylinder heads.

DIY PRICE: £2,049

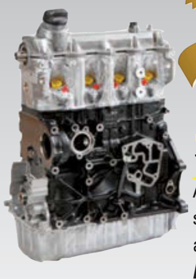
NEW!

All engines and gearboxes guaranteed by The Engine Shop and supplied with a full written warranty.

EXCHANGE GEARBOXES

Type 1		£639	Type 2 Freeway flyer	£1049
Type 2	up to 1.6	£699	Type 25, 4-speed	£749
Type 4	1.7 to 2.0	£749	Type 25, 5-speed	£999

NEW!



1600 DIESEL T25 TURBO / NON TURBO

All our deisel engines are fitted with **NEW** cylinder heads. Reground crankshafts with new bearings. Cylinder blocks rebored with new over-size pistons and rings. Fitted with all new oil seals and supplied with gaskets.

DIY PRICE: £1399

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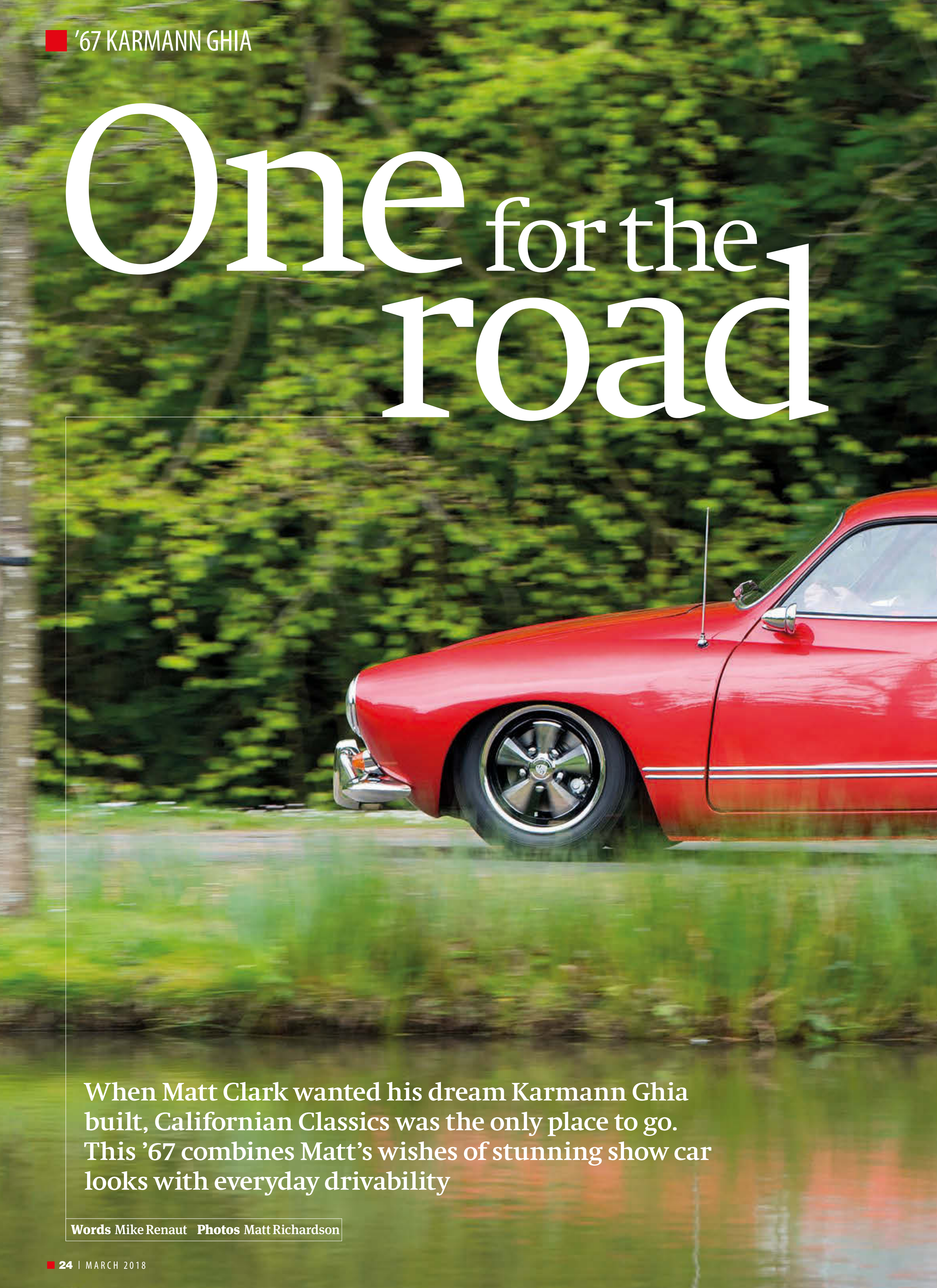
One for the road



When Matt Clark wanted his dream Karmann Ghia built, Californian Classics was the only place to go. This '67 combines Matt's wishes of stunning show car looks with everyday drivability

Words Mike Renaut **Photos** Matt Richardson

TECH INFO

BODY
1967 Karmann Ghia painted Alfa Romeo Campagnolo Red

ENGINE
GAC Motorsport 2165cc with dual 44 DCNF carbs; Berg linkage; Engle 120 camshaft; hi-beam rods; lightened flywheel; Scat crank; 90.5 barrels and pistons; full flow case; Berg breather tower; external oil filter and cooler mounted above the gearbox; 009 distributer with electronic ignition; Sebring four-into-one full stainless steel exhaust by Turbo Thomas (www.turbothomas.com)

TRANSMISSION
Four-speed close-ratio pro-street gearbox; Stage 2 clutch

SUSPENSION
Double caster shims with dropped spindles on a 2in narrowed beam; anti-positive camber modification; uprated shocks; lowered approximately 4in

Whenever a specialist does major work on your classic Volkswagen you can expect the odd phonecall and probably the need to pop in from time to time. But what if you live in another country while your car is being built in the UK, and it's a complete ground-up custom build? That's when clear communication and complete mutual trust is vital. Something Pete Morley from Californian Classics Ltd (www.californianclassics.co.uk / 01424 752217) definitely had when building this 1967 Karmann Ghia car for Matt Clark, a banker who lives in Switzerland. Although Matt knew what he wanted, Pete gave him the benefit of years of experience to make the car even better.

"Matt got in touch in February 2016 wanting a Karmann Ghia," remembers Pete. "We had a suitable 1967 car in decent condition – we usually have about 20 in stock. This was a Californian car that spent time in Pennsylvania and Canada, so there was a little bit of rust to deal with. It's funny how no two rot in the same places, even cars from the same year. This one had some filler but we knew it was a sound base."

It wasn't Matt's first Volkswagen, "I've always been into VWs and bought a 1303 Cabriolet back in 1987 when I was 17," he explains. "I wanted a Ghia but they were just too expensive. I went to the second Bug Jam then sold the 1303 when I bought my first house. In 1995 I moved to Switzerland and had a variety of nice cars, but having started a family, despite keeping up with the scene via *VolksWorld* magazine, I never had the opportunity to get another Volkswagen."

Swiss air-cooled

Matt had a clear idea in his mind about how he wanted his car to look, "I live in Geneva and there's a major car show every year. I saw an Alfa Romeo 8C Competizione and I fell in love with the colour and the car. The Alfa was way out of my price range but I didn't forget it. I lost my mother in 2013 to cancer but for several years I spent a lot of time back in the UK with her. It would often come up in conversation with mum that one day I wanted a pre-1970 Karmann Ghia in that Alfa Romeo colour. After a few difficult years I managed to get together a budget for a Volkswagen build. Of course I then blew it completely, but I was always taught to do things right first time and I was having a lot of fun with Pete and the build, so we just went for it – with a deadline to have it ready for the 2017 *VolksWorld* Show."

> "I was always taught do things right first time"

Pete recalls, "Matt knew the colour he wanted, he had a copy of *VolksWorld* with a Karmann featured and basically said 'make it look like this.' His paint choice was the first problem. Matt wanted pearlescent Campagnolo Red. It's very difficult to spray because being translucent the more coats you put on the darker it gets. It's like a tinted lacquer. Matt had said to do eight coats, but when it came out looking too orange we applied a further five coats.

Because it's lowered doesn't mean it can't be enjoyed; a lot of effort went into making the Karmann handle nicely

Other than being lower, shinier and having better panel gaps than new there's not much that has been altered on the front of this Karmann – you can't mess with looks like this

Even then our sprayer Phil Woodward had issues in certain areas. For instance the dashboard suddenly reacted and he had to strip it all off and start over again from primer."

Said Matt: "They quickly had the idea of how the car should look and I cannot thank Pete enough for his input along the way to steer me in the right direction. I spoke to him on a regular basis and he soon sent photos of the car being stripped. When they'd almost finished the metalwork I flew back again to finalise things. I really enjoyed seeing them handcrafting and rolling panels on the wheeling machine and all the metalwork finishing Californian Classics undertook on the car."

On the low-down

Pete had sage advice for Matt regarding a few aspects of the build, "Matt wanted the car Resto Cal and very low, but I told him it wouldn't be practical almost sitting on the floor if he planned to use it regularly, so we compromised slightly on ride height. Knowing how he intended to drive it I also put in an anti-positive camber modification that I'd gleaned from Pete at Funkenblitz, building up the spring plate stops to prevent the wheels tucking under when lifting off following hard acceleration.

"I like Cal Look, and this is how I'd set up a Karmann Ghia for myself. Sitting very low it wouldn't have handled well enough for a road car, so I added double caster shims. With dropped spindles on a 2in narrowed beam it takes it almost back to factory width. It's a little under 4in lower than standard at the front and overall it combines reasonable stock handling with decent ride quality. The rear end has 1.5in of travel, it still rides great – and it doesn't scrape."

Chrome bullet mirrors add a shiny Sixties muscle car look to Matt's Ghia

All that glitters isn't necessarily a Fuchs, these are John Brown Wheels with powder-coated chrome paint

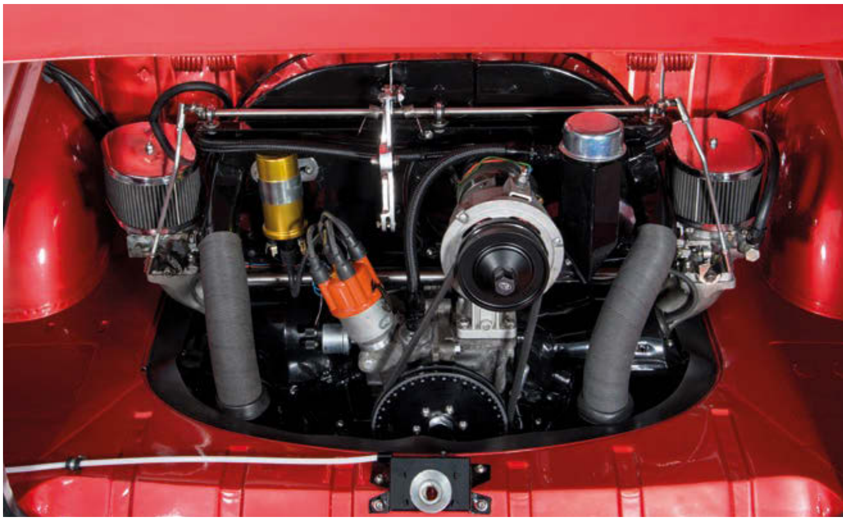
US spec all red lenses always look great on a red car

Want an exhaust just like this? Then buy a Sebring system and get busy with the pipe benders because this one was largely hand-fabricated for this particular car

1960s Volkswagens like this just look so damn right lowered it's almost wrong if you see one at stock height. With those performance upgrades this is the view most people will get of the car

Super shiny engine bay is home to this 44 DCNF carburettor, and it has an identical twin on the other side of the engine

If a part has Gene Berg stamped on it, such as on this linkage, you know the build hasn't been skimped on. Pete sourced a number of parts for the car while on trips to America



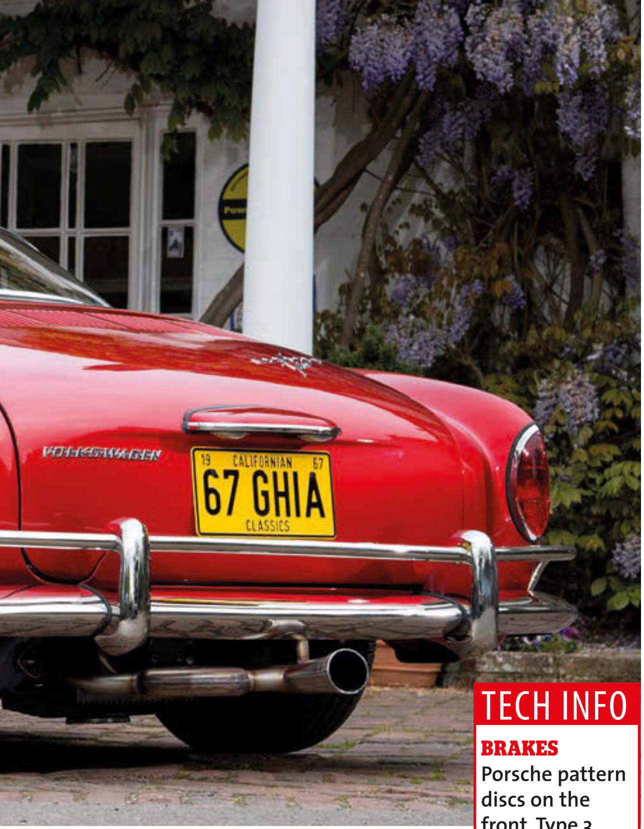
You could eat your dinner off that engine, but Matt would prefer you didn't. The only grease here is on the inside of the motor

Of course everything underneath got a total makeover, "we went through everything; new brakes, suspension, Pitman arm, tie rods, all the ancillaries including new doughnuts for the spring plates. The fuel lines were swapped for 9mm versions to cope with the planned larger engine and we've run them through the transmission tunnel," remarks Pete. The brake reservoir was re-mounted on top of the master cylinder and all-new electrics from VW Looms (www.vwlooms.com / 07547 272783) went in, including five additional cables for extras such as the tachometer and a Lambda sensor. A European light upgrade was fitted too. "Everything underneath was powder-coated in gloss black then the body was put back on the floorpan before painting to avoid potential damage." The 'Fuchs' are actually JBW John Brown wheels with powder-coated chrome applied by expert painter Phil. Five millimetre spacers on the rear keep them off the bodywork.

"Once the paint was finished I told Pete I didn't want to see the car until I arrived at Sandown Park," remembers Matt. "We had chosen all the parts, colour etc, and I wanted the final unveiling to be a nice surprise. In fact Pete never showed me the engine until I turned up on the Friday of the show and helped them to detail the car. I'd specified I wanted the car to cruise easily at 130kph since I'd be using it to drive to shows and for long weekends, so I needed it to hold its own on the motorways."

Hence, when you lift the bootlid, you'll see an engine built by Alan Woodward of GAC Motorsport (www.vwracing.net / 01296 613222). It's a 2165cc with dual 44 DCNF carbs, Gene Berg linkage and Engel 120 camshaft. The exhaust is a Sebring four-into-one full stainless steel system. "The exhaust was specially hand-built for the car. Pete suggested it and sent me a video of one. It sounded great and had flames coming out the back and I thought 'I

> "With dropped spindles on a 2in narrowed beam it takes it almost back to factory width"



TECH INFO

BRAKES
Porsche pattern discs on the front, Type 3 brake drums out back

WHEELS AND TYRES
JBW John Brown Fuchs, 15in 4.5- and 5.5in wide radials, R15 78S F560 front, 195/65 rear

INTERIOR
Hand stitched leather seats and door cards; wool cloth interior; Spirit Interiors carpets; Les Leston steering wheel; locking Gene Berg shifter; ISP West gauges

want one of those…' The noise is amazing and really sounds powerful, you can certainly hear me coming…"

Although Matt had that clear idea of how he wanted his Karmann built, he was equally willing to listen to advice. "I picked out the leather for the interior – but not the final design. I wanted leather with a grain effect and a contrasting ivory piping to match and visited Pete's trimmer so they could order it up and schedule the work in time for the show. Pete had powder-coated the steering column and handbrake in ivory but his trimmer said ivory piping wouldn't suit it. I trusted his 40 years of experience and changed my colour scheme. We also went back and forth with several ideas for the leather trimmed door cards. In the end I decided to keep it looking fairly stock but with double stitching."

Steering him round

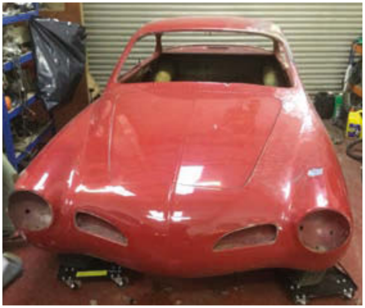
"The steering wheel came about since I was sending pics of ones I liked to Pete and was looking at having a Nardi wheel made. Pete suggested this Les Leston and I loved it since I'd wanted something a little different. The gearshift is a locking Gene Berg for greater security because I'd said I intend to use the car across Europe. Pete later added a personal touch to it having '67 Ghia' machined in the top. I'd seen the gauges in a magazine and Pete sourced them directly from ISP West (www.vwispwest.com) on one of his many trips to California to get parts. I really liked the ivory on the dials tying in with the interior."

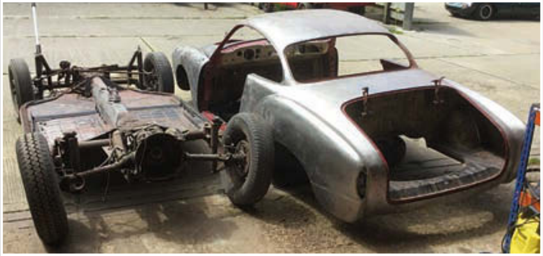
So what did Matt think upon coming face to face with his finished Karmann Ghia? "Wow, I was not disappointed," he recalls. "It was beyond my expectations. The paint and finish looked amazing. But they haven't built me a trailer

>

THE BUILD

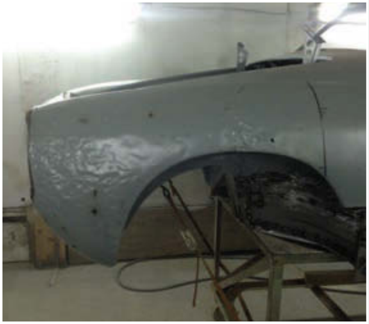
> The Ghia spent time in Pennsylvania and Canada before moving to Cali, which is why it wasn't quite as pristine as it looks under that shiny red paint

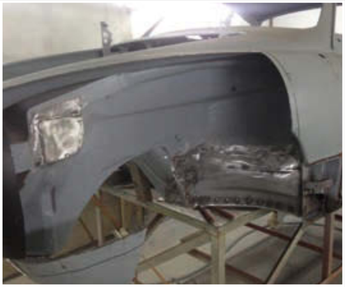




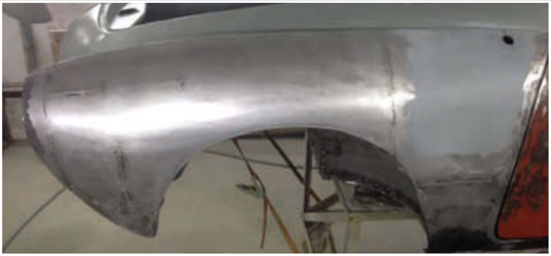
< Once off the 'pan, everything was stripped and the body was blasted

> All was revealed after the blasting process – the front wing had already had lots of work – and filler, obviously

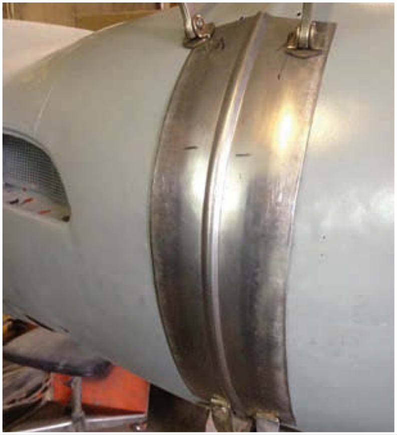




< The old metal was cut out and a new headlight surround and wing section skilfully let in



^ The project quickly turned into a metal fabrication masterclass for the Californian Classics team

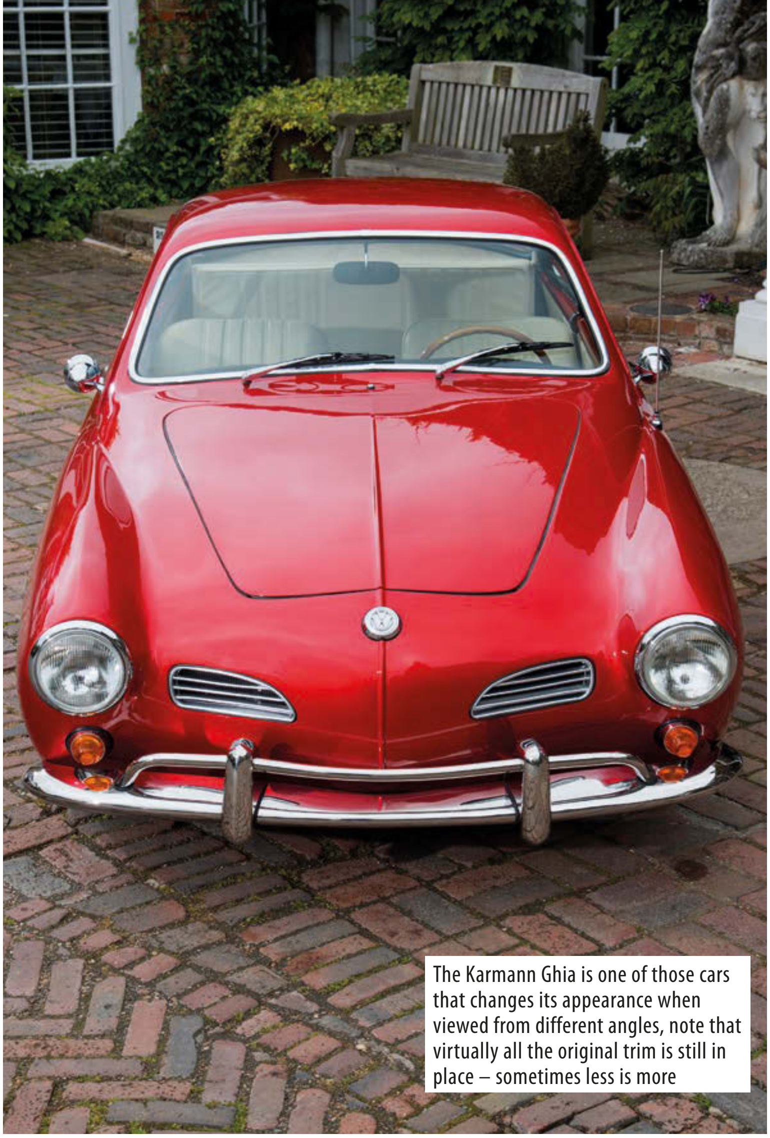


< The Ghia had the typical bash on the nose but the welded repair had split so a new section of metal had to be wheeled up and fitted

This Les Leston steering wheel certainly satisfied the need for something different to steer the Karmann. Such wheels are highly collectible now

There are a number of period looking gauges on the market, ISP West supplied these but the discrete under dash mounting is all down to Pete

Like virtually everything else on this car the radio looks old but contains new parts, it's all about period looks with modern performance



The Karmann Ghia is one of those cars that changes its appearance when viewed from different angles, note that virtually all the original trim is still in place – sometimes less is more

"they haven't built me a trailer queen – I intend to enjoy driving her"

queen – I intend to enjoy driving her. In Geneva there are a tremendous amount of Porsches and other fast cars, so I thought it would be fun to shock a few of those off the lights…"

"The car was definitely built to be used," confers Pete. "Knowing Matt wanted to drive it straight back to Geneva after the show I did over 100 miles of road testing to ensure everything was perfect."

The testing obviously paid off because it made the trip without a mishap. "Pete has built me a reliable new, old car," confirms Matt. "When I drove it home I couldn't believe the amount of people along the way who took pictures and asked what it was. It certainly added a few extra pleasurable hours to my journey. The acceleration and the sound still always put a smile on my face. After working with Pete I think I've made a great friend over the 16-month build. The experience and professionalism of all his guys, the many hours of my bugging him on the 'phone like an excited schoolboy discussing ideas, and learning a lot along the way means I would without a doubt recommend anyone to go and see him. I look forward to many more journeys in the car and making new friends through it. Would I change anything on the Karmann? Not at all, she's perfect. I'm already discussing the next project with Pete; a 1958 or '59 Beetle Cabriolet on air ride for those hot summer days!" ■

Thanks: To Pete and his team for all they've done, and my daughter Molly who has also started down the VW path and listened to me and my ideas throughout, as well as coming to the show to see the car

Owner Matt wasn't sure at first about having all white seats installed, now he's glad he listened to the advice he was given

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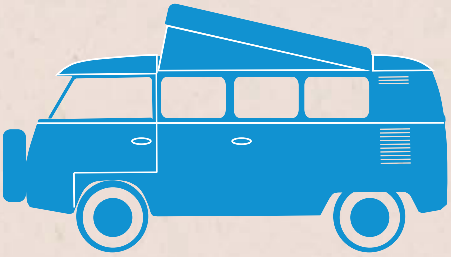

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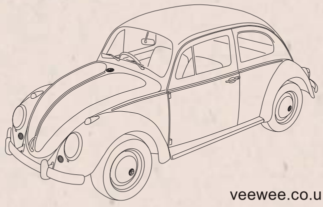

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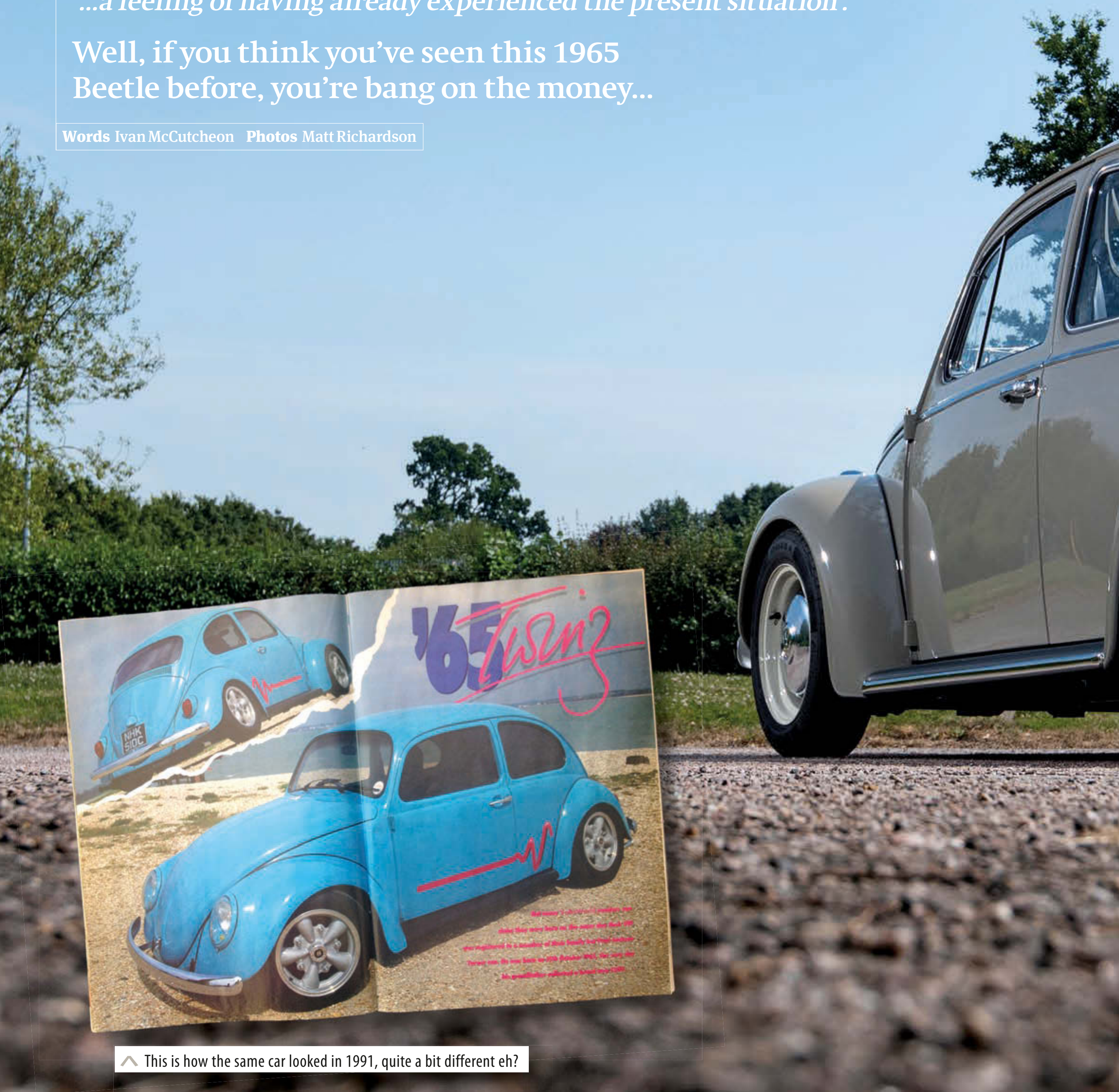
Déjà VW

'...a feeling of having already experienced the present situation'.

Well, if you think you've seen this 1965 Beetle before, you're bang on the money...

Words Ivan McCutcheon **Photos** Matt Richardson



This is how the same car looked in 1991, quite a bit different eh?

When I found out I was going to be writing about Paul Jackson-Turner's 1965 Beetle, I assure you I was honoured. And not just because it's one of the nicest cars on the show scene. No, it's because it gave me an instant sense of déjà vu – and you'll be amazed to hear I am talking about something that happened over a quarter of a century ago.

You see I had joined *VolksWorld* at the start of July 1991 and Paul's '65 was one of the first top flight show cars I got to write about.

The 1991 season was very memorable due to the fact Paul Jackson-Turner and his '65 did battle at every show you can think of with a 1974 custom Beetle owned by a guy called Andy Parrott who worked for Lotus. The cars were very different and Andy would walk away with Best of Show one weekend and Paul take the accolade a week later. Paul's was a very well built example of what has become known as UK Cal Look. Fully dechromed, bar the blade bumpers and dropped down on EMPI five copies, the car had dark tinted one-piece side windows and looked like something you'd see on a West Coast beach. At the time, cool graphics were in vogue and really made a VW stand out… mostly from those with utterly uncool graphics. Paul had painted his car bright turquoise then added a simple but effective pink graphic along each side flank. The same pink was used to detail various other parts throughout the car such as the fuel tank, engine tinware and shock absorbers, the latter being done because the car was displayed with two wheels off showing the fully detailed underside.

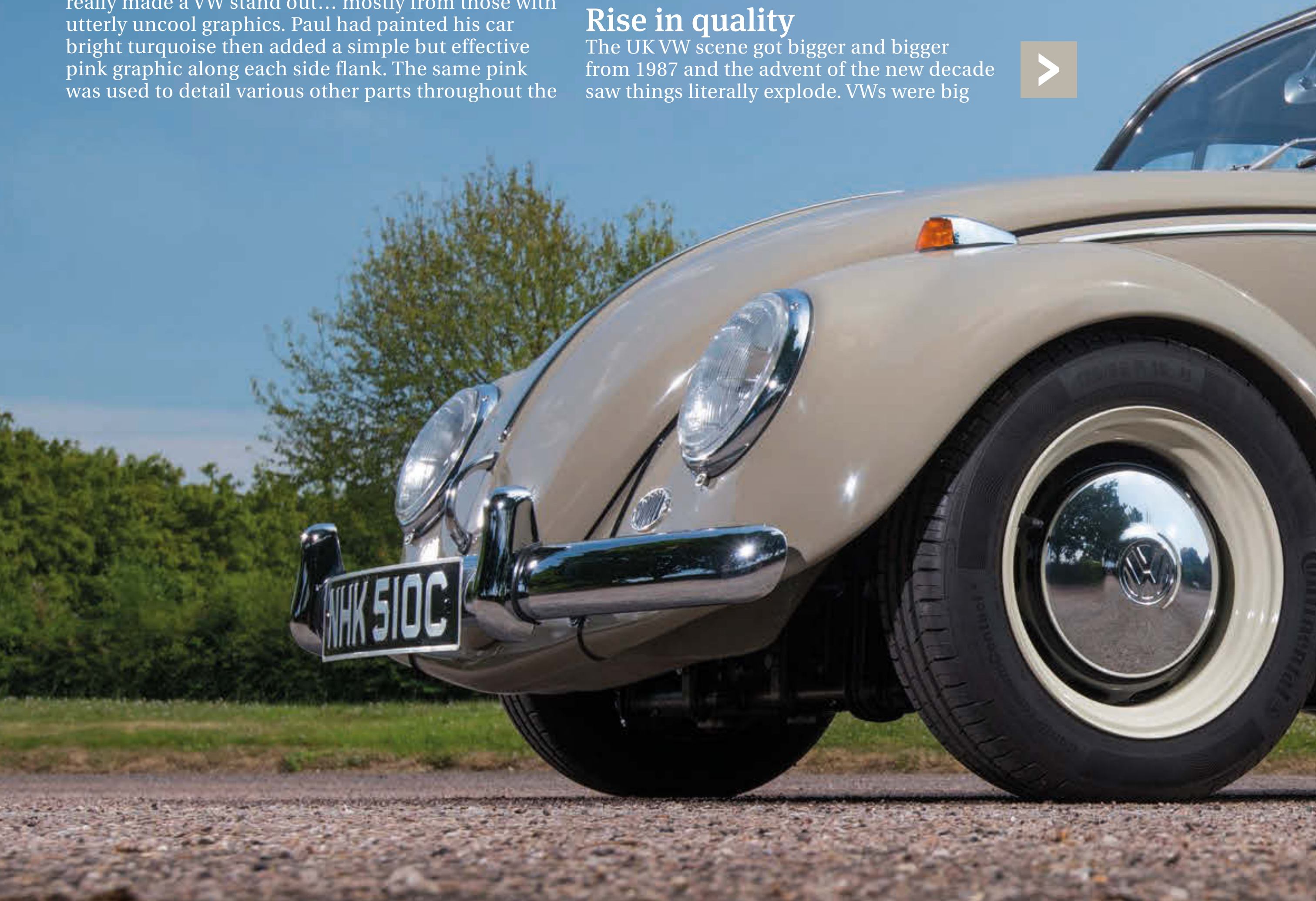
> "it was registered on 13 October 1965, the same day Paul was born"

Déjà phew

But this wasn't Paul's first stab at transforming his grandad's humble 1300 into a show car. Winding back the clock even further, having inherited the Beetle in 1986, Paul originally took it off the road, removed the chrome, fitted black EMPI 8-spokes, painted it Mars Red and called it *Cherry Pie* to become one of the first Cal Look styled Beetles seen in the UK. For a 21 year-old it must have been exactly what was required at the time… the question is which 21 year-old? You see, the owner and the car are exactly the same age! Paul's grandfather bought the car brand new and it was registered on 13 October 1965, the same day Paul was born. It was originally a L568 Seasand (Anamite) Beige 1300 Deluxe and was driven daily until it was passed to Paul's dad in 1972. Throughout his childhood, Paul travelled in the Beetle and has fond memories of family holidays and trips in the car. His mother learned how to drive in the Beetle and, yes you've guessed it, later Paul did the same.

Rise in quality

The UK VW scene got bigger and bigger from 1987 and the advent of the new decade saw things literally explode. VWs were big



Top-drawer stainless Vintage Speed exhaust fitted Paul's theme perfectly

Continental

Original steelies have been subtly widened but retain that factory look

It's harder than you may think reverting back to stock

Tasteful Grant three-spoke wheel proves Paul still has a pulse

Just think, an ill-fitting Sanyo cassette player might have sat here back in the day

Original interior was replicated as close as possible although it took a lot of work to get it looking like this

news, shows were drawing huge attendances and people building show cars started to put more into them than ever. This is why Paul took *Cherry Pie* off the road and did the works to it, resulting in the 1991 version published in the November issue of *VolksWorld* that year. By the '90s things had moved on and the pink graphics were passé, so Paul gave the '65 a bit of a Resto Cal makeover, replacing some chrome parts and, shh, don't tell anyone, adding body trim by sticking it on with double-sided tape. "I didn't want to drill holes in the dechromed bodywork!" he reveals. The car served him up until the engine seized in 1997, at which point he parked it up and turned his attention to other projects.

Just a click away

Paul had the '65 on his mind for quite a while before deciding to drag it out of the garage in 2013 and steam into it for its third resto since 1986. "This time I wanted it back to original, but with some subtle performance and safety upgrades," he explains. "I wanted to use as many New Old Stock or original German parts as possible." This time, of course, he'd be carrying out the revamp with a technological major leg up. "Not having fully restored an air-cooled VW for over 10 years, this was the first one I had done having access to the Internet. I was amazed how virtually everything was available somewhere in the world at the click of a button, but it did involve digging very deep into the wallet! All my other cars had been done haggling prices at auto jumbles and swapmeets." By the time Paul got involved in the latest work, the '65 had quite a few previous repairs he was not willing to retain. The accepted restoration expectations had moved on and Paul was now one of those who shuddered at the thought of the *fits all years* pattern panels once typically used to repair bodywork. For this reason,

TECH INFO

BODY
1965 Type 114 1300 Deluxe Beetle painted L568 VW Seasand Beige by Gary Hunter Car Craft, Southampton; exterior trim replaced with stainless steel reproduction parts

ENGINE
VW twin-port based 1641cc motor built by Bob Jackson-Turner; 69mm counterweighted crankshaft with 8 dowels; 12lb lightened flywheel; 87mm barrels and pistons; VW 311B connecting rods; SCAT C35 camshaft with 381" lift with 246 degrees duration; VW 041 cylinder heads; twin Dellorto 40DRLA carburetors; Vintage Speed stainless steel exhaust

TRANSMISSION
VW swing axle built to Freeway Flyer spec with 3.88:1 ring and pinion

> "People thought I was mad cutting out rust free panels"

he cut off the heater channels, quarter panels, inner wings and valance he'd spent so long welding in all those years ago. "People thought I was mad cutting out rust free panels just because they were pattern parts," he explained. Paul also had to drill out the 49 holes for the body trim and cut out the plated over horn grille holes. Paul did all the bodywork at home. The body prep was also done by Paul, but this was performed in the workshop of Gary Hunter. Gary was responsible for the new L568 paintwork.

Parts perfect

Paul was quick to mention those who made his quest for the best less of a chore, saying: "All the seals and window rubbers were replaced with quality VEWIB items from Chris D'Alton of Chris' Volkswagen Emporium (www.volkswagenemporium.co.uk). The side trims are polished stainless steel ones from

THE BUILD

> Having inherited the car in 1986, Paul was keen to put his own Cal Look stamp on it. *Cherry Pie* was the result...

In 1987 you'd have been very proud of this interior. There's 'Cal Look' in script on the glovebox and Mk1 Golf GTi influences here

> Here's the car as it appeared in the mid-1990s

< After the graphics were painted over, the '65 won one or two awards

Paul wanted to do things properly the third time around...

< Pattern panels were the norm back in the 1990s but they're not good enough for Paul today

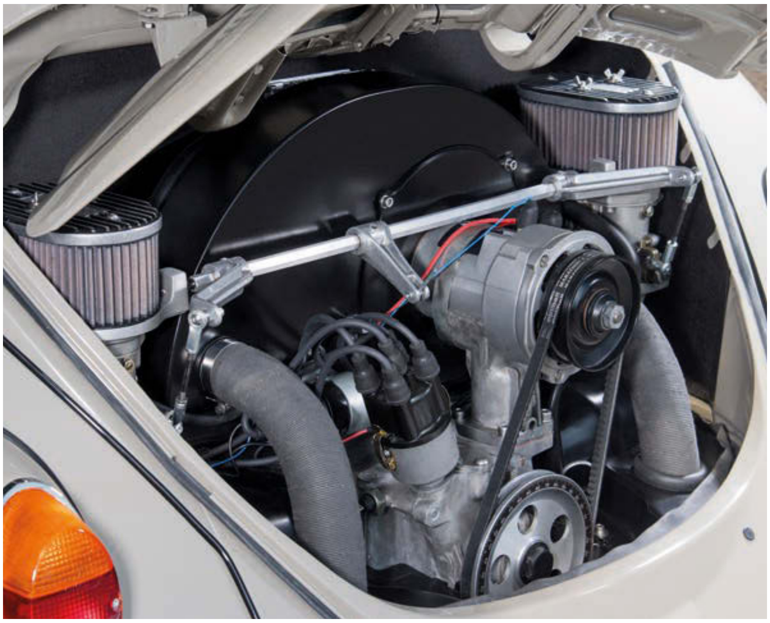
> Body was removed from the floorpan, stripped and repainted before they were reunited again

Wheels were precision banded before being freshly powder coated

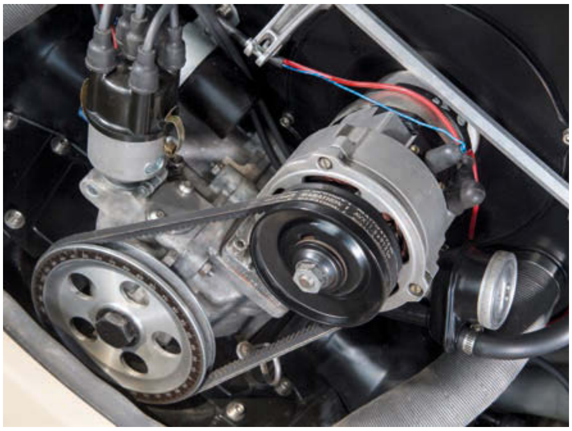
Paul opted for a Freeway Flyer spec transmission during the rebuild as well as uprated shocks all round

< Impressively, the vast majority of the work was carried out by Paul in his garage

> Gone is the pink and bling in favour of a more original look. Impressive...



A twin-port 1641 with some trick internals and a pair of twin Dellorto 40DRLA carbs sit out back



Paul's dad did the engine rebuild which now features an electric fuel pump and ignition

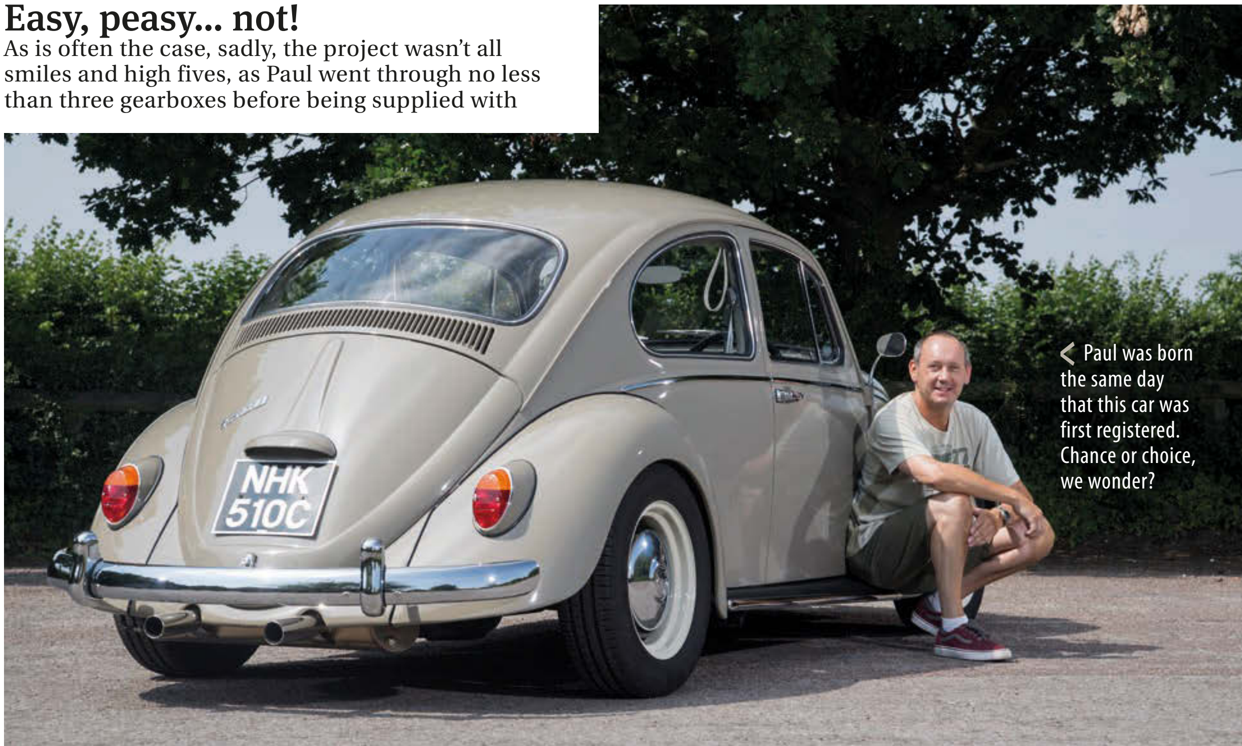
Paul is an old hand when it comes to detailing a Dub

Norbert Bruns in Germany." Alex Taylor, the man behind the Hampshire-based VW business Defcon 3, made the 2.5in narrowed front beam needed to fit CB Performance dropped spindles and Wide 5 front disc brakes. The gearbox is a Freeway Flyer spec swing axle worked by a 1641cc motor (see Tech Info box) and the wheels are stock '65 steels, widened to 5.5in and fitted with stock domed hubcaps.

Inside the idea was to put it back to stock, but it took some work to get it like you see here. "The seats are from a '65, they're made up from two sets I found and sprayed with vinyl paint to bring back the colour," explains Paul. TMI door panels were fitted with stainless steel trims to look more authentic. One element that proved very hard to find was the original correct year right-hand drive rubber floor mats. Luckily, Andy Holmes on the Isle of Wight had a mint condition set in his parts stash. The only non-original spec items are the 15in Grant three-spoke steering wheel and Vintage Speed stock-style performance gear shifter.

Easy, peasy... not!

As is often the case, sadly, the project wasn't all smiles and high fives, as Paul went through no less than three gearboxes before being supplied with one that worked, and his father had to rebuild the engine he'd already built due to the brass cam gears stripping. Still, they got there in the end. Paul didn't set out to follow any formula or style, rather to build the car he fancies at the moment. And just so you know, he's started to restore the original matching number engine, gearbox and original front beam and a set of original stock width wheels with a view to entering the Stanford Hall Concours in 2025. Let's hope he's not the old boy looking in disgust at the kids in lowered Cal Look Beetles… ■



Paul was born the same day that this car was first registered. Chance or choice, we wonder?

TECH INFO

SUSPENSION
Defcon 3 2.5in narrowed front beam; CB Performance 2.5in dropped spindles; uprated shock absorbers

BRAKES
CB Performance front disc brake conversion

WHEELS & TYRES
Modified 1965 VW steel wheels now 5.5x15 front and rear fitted with VW flat hubcaps; Continental ContiPremium Contact 175/65 R15 tyres on the front and rear

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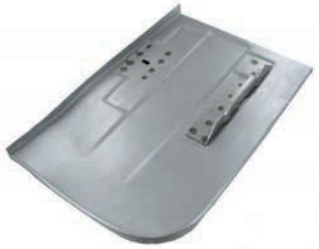
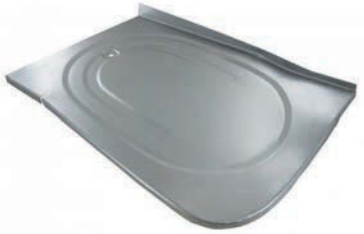




# 70664

Bulb socket heater control panel

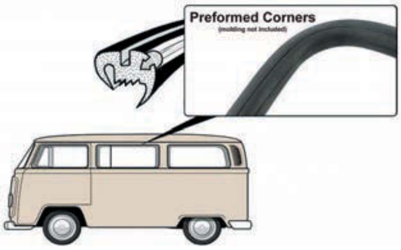
A genuine Volkswagen part for the Vanagon, delivered per piece not including the light bulb (# 20666).

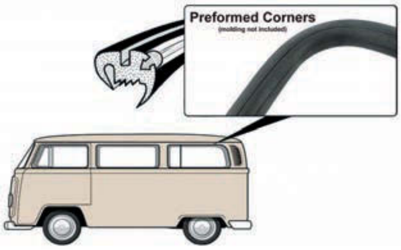
Volkswagen
Classic Parts

# 27506

Central window seals Deluxe

These are very high quality window seals with preformed corners just as all our Deluxe seals available in the Paruzzi webstore. These two new seals below are for the Bay Window Buses side windows with vent wings.





# 05888

Floor pan battery holder

This new reproduction floor pan battery holder is a perfect copy of the original part. It will accept 12 volts batteries only.

# 67129

Windshield frame latch

The pivoting windshield of the VW Thing can be secured from the inside on the left and the right hand side with a windshield frame latch. This is an original Volkswagen part for the VW Thing, it is galvanized and delivered per piece not including the frame latch stop buffers shown on the left, order these separately.

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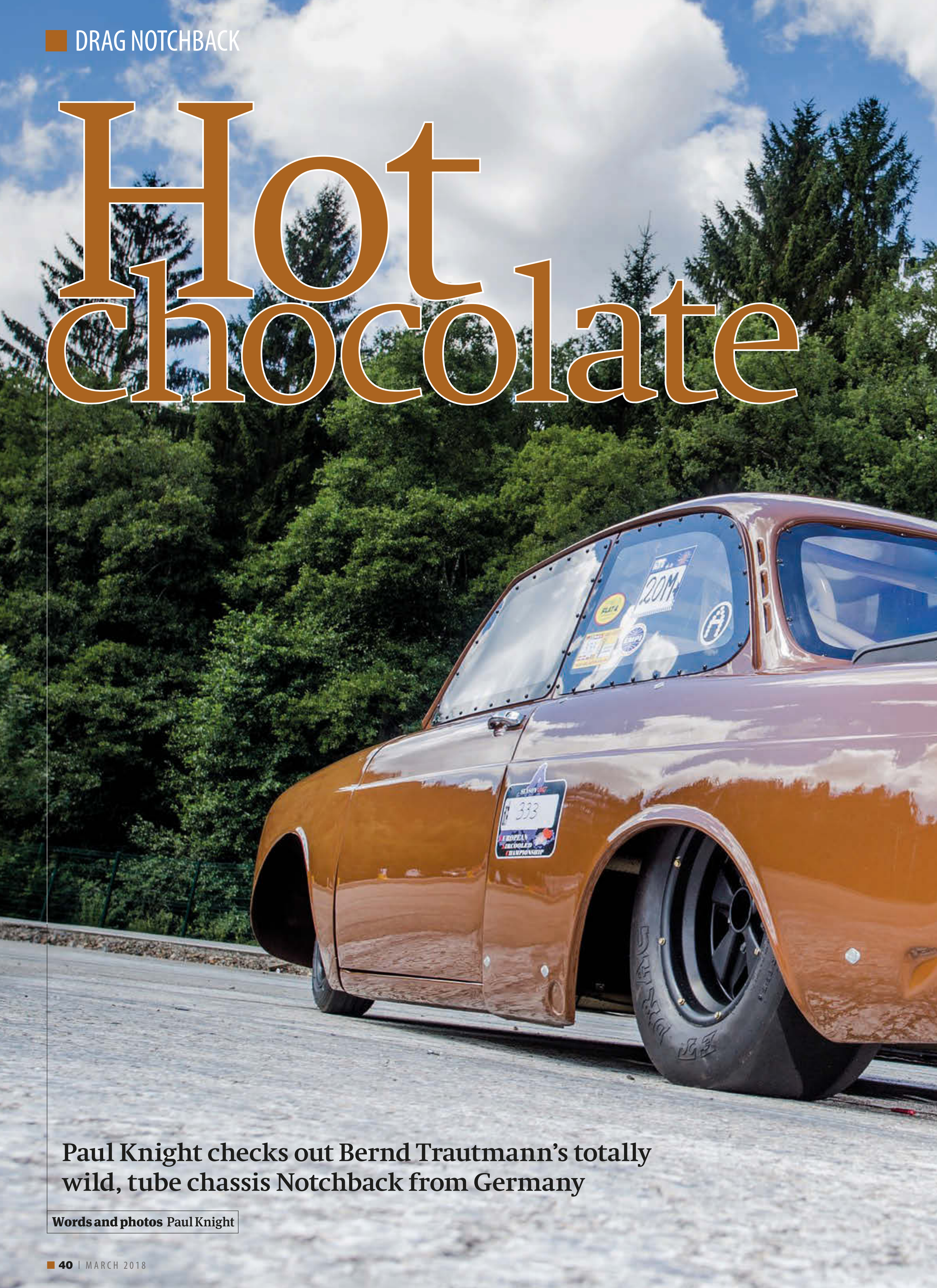
Hot chocolate



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Paul Knight checks out Bernd Trautmann's totally wild, tube chassis Notchback from Germany

Words and photos Paul Knight

FULLA GROFFD

“The engine in this racer is a work of art”

VW drag cars come in all shapes and sizes, but it's fair to say that the majority are based upon the traditional Beetle. And there are several good reasons why the humble Bug has prevailed as 'king of the strip' for so long. It's generally accepted that the rear-engine layout, relatively lightweight front end and the centre of gravity of the Beetle design lends itself well to drag racing as the transfer of weight to the rear wheels when launching from a standing start provides excellent traction. This unloading of the front end coupled with the light weight of the Beetle design is also why it's not uncommon to see the front wheels in the air, even with relatively low horsepower (when compared to a front-engined car, that is).

Whilst the Karmann Ghia might seem more aerodynamic than the Bug, some feel that the slightly lower centre of gravity (compared with the Bug) and heavier overall weight make it less favourable than the Beetle. Of course this is all just theory and there are plenty of examples of some seriously quick Ghias that would challenge this thinking. And Buses, come to think of it. But what about Type 3s?

Well, there have been some notable Type 3 drag cars over the years and, in recent times, it seems as if there has been a bit of a boom in Type 3 builds, especially here in Europe. Now, given the comments we've just made regarding light weight VWs etc, the Type 3 range doesn't exactly fit the bill when it comes to meeting those criteria. There's no doubting that they look great on the track, but as you'll see on these pages, a serious crash-diet is required to get the heavyweight Type 3 anywhere near a competitive 'race' weight!

Life's a drag

Enter 45 year-old Bernd Trautmann. Bernd hails from Wiesentheid, Germany and, from Monday to Friday, he works as a commercial clerk. However, at the weekend he's a serious Type 3 fanatic and, more recently, a drag racing addict.

Bernd's first car was a 1302 Super Bug, which he purchased 27 years ago and since then he's owned a string of great cars including a '53 Bug, a Bay Camper an Apal Buggy and a '66 Split Bus which is actually his next project. However, we know Bernd best for his Type 3s, namely his white over coral red '69 Squareback and his Sea Blue '63 Notchback, which is slammed over Sprint Star rims – two very cool rides.

So, when we heard that Bernd had recently finished a three-year build on a new, tube chassis Notchback drag car, we knew it would be good… and when we finally caught up with him to snap these pics, it was clear that he'd really gone to town this time.

Bernd's interest in drag racing peaked thanks to his friend Stefan Alberth and the good guys of the Fulla Groffd Drag Racing Team, who were instrumental in this build from the start. Typically we find that the owner of a high-end drag car has owned a string of previous race cars, each a little wilder than the last. However, with the help and advice of experienced racers, Bernd has managed to skip several of these steps, thereby diving right into the 'top-end' of the drag scene with his car.

The reason Bernd went so 'big' with his first race car build is quite simply because he stumbled across a rolling chassis project, which was rumoured to have been built by Ron Lummus Racing in the USA. Not only would this save a huge amount of work, it was also priced

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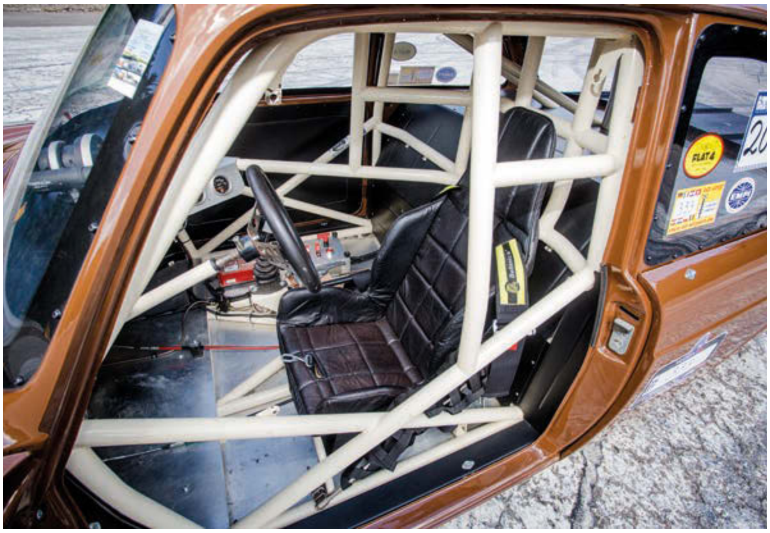
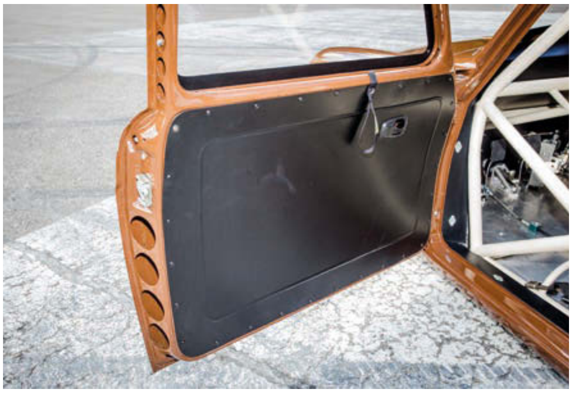


^ Single aluminium race seat wears a black vinyl cover and is neatly tucked inside the chromoly safety cage



> Note the drilled steel doors and lightweight, satin black interior panels

"it was clear that he'd really gone to town this time"

^ Steering wheel is removable. Note also the Autometer monster tach in the centre of the custom-made aluminium dash panel

< CNC hydraulic clutch and brake pedals and offset cable-operated throttle

^ Berg shifter and MSD ignition controls are within reach of the driver

v The Notch picked up top awards at the Type 3 display at Le Bug Show '17 – that's a 'show and shine' trophy, by the way… not bad going for a race car

^ The stance is spot-on and the nut-brown paint combined with those satin black Porsche wheels just looks hardcore

TECH INFO

BODY
Type 3 Notchback; fibreglass wings and bonnet; lightweight steel doors; custom-made aluminium rear wing/engine box; full RLR chromoly tube chassis with Type 1 front and ladder bar, swing axle rear

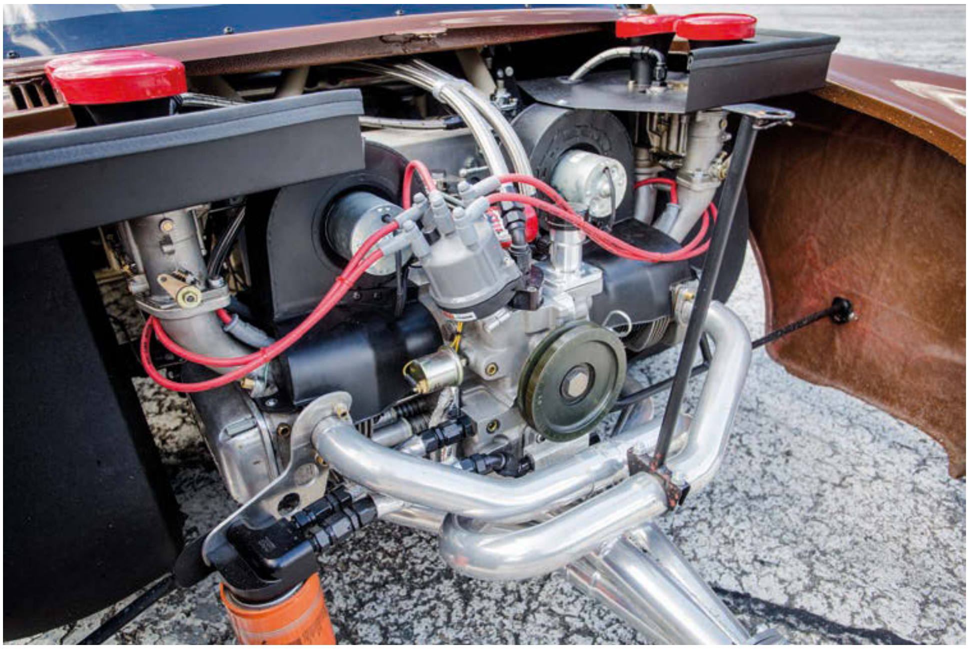
ENGINE
232bhp 2386cc Type 1 with 86mm CB crank and 94mm Wiseco pistons in a TF-1 aluminium case; FK98 camshaft; SuperFlo heads; Weber 48IDA carburettors

TRANSMISSION
Transmission Built four-speed swing axle with aluminium spool

SUSPENSION
5in narrowed Type 1 balljoint beam up front and fully adjustable ladder bar at the rear

WHEELS & TYRES
Porsche Fuchs measuring 4.5in wide up front and 8in out back (with M&H Racemaster Frontrunners on the front and 26-in Mickey Thompson slicks out back)

INTERIOR
Aluminium race with five-point harness; Berg shifter; CNC staging brake and pedals; removable steering wheel; Autometer gauges



^ 2386cc motor is based around a beautiful TF-1 aluminium race case. These cases are designed for large capacity motors, hence feature a raised roof and the camshaft is dropped (by 0.100-in) to reduce internal interference and clearancing issues

^ The stacks on the Weber 48IDA carburettors protrude through the rear wing to ensure airflow is unrestricted

well and was quite unlike anything else racing in Germany at that point.

The funny car style tube chassis was going to require a few alterations to work with Bernd's planned body, motor and transmission, so he enlisted his buddies to help make the necessary changes before powder coating the whole thing in white.

As you can see, pretty much all of the rear end bodywork has been removed, leaving just the pillars, window frames and rear scuttle in place. Up front things are much the same with little more than the front scuttle left of the factory metalwork. However, what makes this car different from other race-inspired Type 3s is that it doesn't run a fibreglass flip front. Instead, Bernd's car uses little more than the mounting framework for a pair of fibreglass front wings with separate 'glass front valance and a lightweight bonnet. You'll no doubt have noticed that the wings have been modified to accept sloping headlight lens covers (pre-'67 Beetle style), which suit the race theme well and might even improve the aerodynamics a touch, too.

The doors are original steel items, although they have been heavily drilled and the internal pressings have been removed in order to make them as lightweight as possible. Incidentally, all of the windows are now flush-fitted Lexan, which is yet another decent weight saving feature… and there's no missing that hand-formed aluminium rear box/wing, which dominates the rear of the car, whilst also adding some down force at speed.

With the body painted 'nut brown' and the wheels and rear wing in satin black, this Notch certainly has a moody style, which we just love!

Nut case

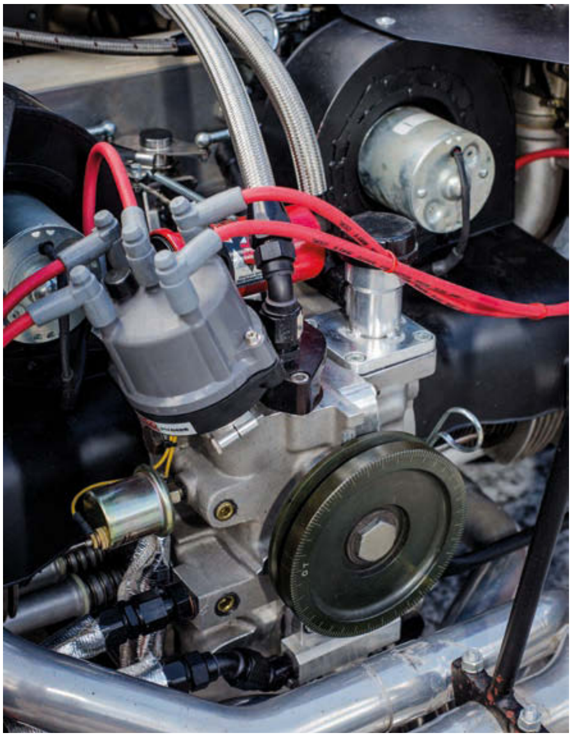
The engine in this racer is a work of art. Bernd had his friend Aascher assemble a mighty 2386cc motor based around a 86mm stroke CB Performance crankshaft and 94mm Wiseco pistons. However, perhaps the coolest part of all is the TF-1 crankcase, which is made of 356-T6 aluminium and is designed specifically for large capacity motors, such as this. These cases feature lots of neat mods, such as a raised roof for additional crank clearance, machined fins on the sides of the sump and the camshaft is also dropped by 0.100in to provide clearance between the crank and camshaft.

The 86mm CB crank slots right into the TF-1 case with practically no clearancing required, even with the added bulk of the 5.7in CB rods (with ARP bolts). Given the race use planned, an Engle FK98 camshaft was chosen, along with 78g CB race lifters, steel pushrods and Pauter 1.4:1 roller rockers.

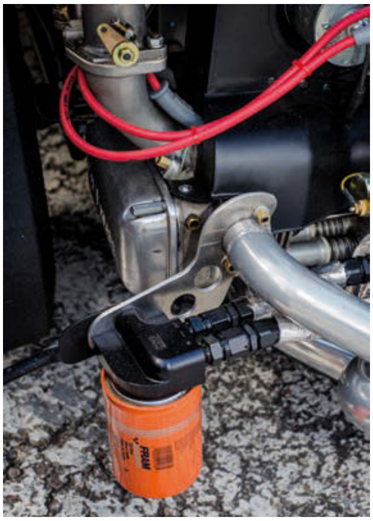
Bernd opted for a pair of SuperFlo cylinder heads with 48mm inlet and 38mm exhaust valves fitted with Chevy dual springs. The heads have been fully ported and polished and the compression ratio is

^ Fuel cell and race-weight battery are mounted on the front of the chassis. Note, unlike most racing Type 3s, this car doesn't run a flip-front – instead it features lightweight wings and a removable, race-weight bonnet

> "the wings have been modified to accept sloping headlight lens covers"



Ignition system consists of an MSD distributor and coil in the engine bay and an MSD 6-AL controller mounted inside the car (with 3-step controller on the dashboard)



Oil system includes a 30mm pump, a 4-litre deep sump and an external oil filter

set at a whopping 14.5:1, as this motor was destined to make as much power as possible from a naturally aspirated set-up.

For oiling, the motor depends on a 30mm pump and Bernd has fitted a large, 4-A Holley blue pump which feeds fuel from the front-mounted cell via a Holley regulator to a pair of Weber 48IDA carburettors. The fuel and air mixture is then ignited via an MSD coil and distributor, controlled by an MSD 6-AL box with a 3-step module.

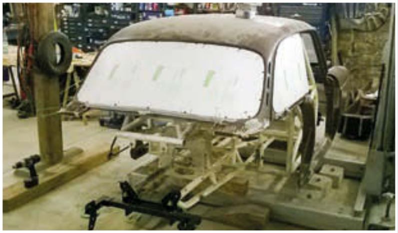
Pure racer

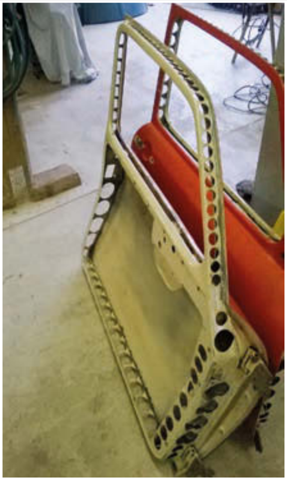
As this is a race motor, there's no silencer, just a huge stinger on the end of a merged header. Likewise, there's no factory cooling fitted, just some electric fans to blow fresh air around while staging the car and/or following each run.

Bolted to the super-light flywheel is a dual-friction Kennedy Stage 2 clutch with Black Magic disc, which transmits the power to pro-built swing axle transmission, which was also assembled by Bernd's friend, Aascher. With four close-ratio gears, an aluminium spool, ali side plates and short, race axles, the transmission is solid mounted to the chassis while a fully adjustable ladder-bar set-up handles suspension duties. The

THE BUILD

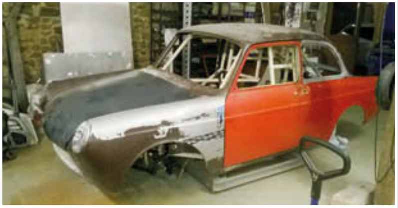
There's not much left of the back end – in fact, Bernd only left the pillars, window frames and rear scuttle in place



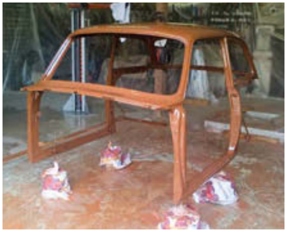


Doors are the original steel Type 3 items but extensive drilling has been carried out to cut weight

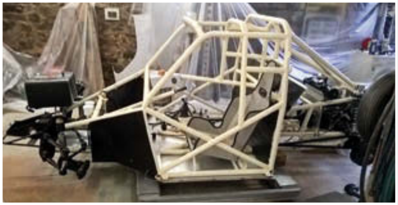
Instead of the usual flip front, Bernd has fitted lightweight bonnet and wings to a metal frame. Note the sloping Beetle-like headlights

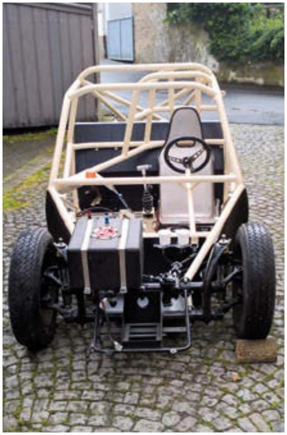


Very little of the factory sheet metal has been retained



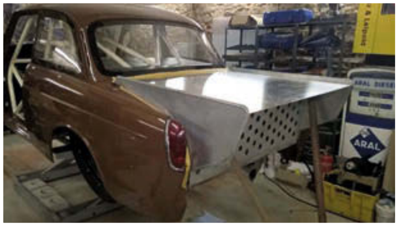
Intricate chromoly tube chassis provides the necessary strength

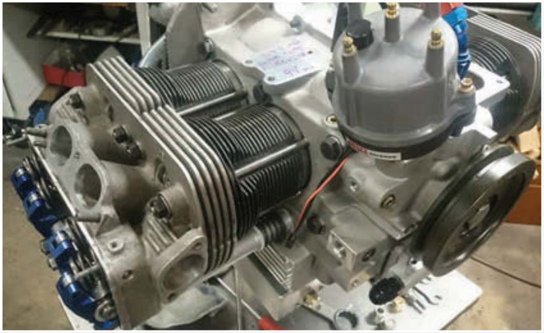




A 5in narrowed balljoijnt front beam with dropped spindles features up front. Extra caster adds stability at speed

Alloy, hand-formed back end is distinctive and helps downwards force while out on the strip





Super Flo cylinder heads with 48mm inlet and 38mm exhaust valves have been fully ported and polished. 14.5:1 compression ratio isn't for the faint-hearted

Front wheels are 4.5in Fuchs, which have been finished in satin black and fitted with M&H Racemaster Frontrunner tyres (3.5-x22in)

Genuine Porsche Fuchs measure 8in wide and wear 8.5-x6in Mickey Thompson drag slicks

Bernd Trautmann stands proudly beside his 2386cc tube chassis Notchback

rear disc brakes feature the Porsche 5x130mm PCD to accept those fat, 8in wide OE Fuchs, which have been fitted with 26in tall (8.5in wide) Mickey Thompson race tyres. The front wheels are 4.5in Fuchs, which run M&H Racemaster Frontrunners, measuring 22in tall (and 3.5in wide).

The front end is pretty straightforward – a 5in narrowed Type 1 ball joint beam with dropped spindles and lightweight Porsche-pattern disc brakes. This is not only fairly lightweight, but also easy to set-up and, thanks to some added caster (in the chassis mounts), it's stable at speed, too.

Mean and moody

As you can see, Bernd has set the car up low all round, and it's proved to run straight and true thus far, hence he's happy with both the look and the handling.

Inside the Notch things are pretty basic to say the least. Aluminium panels cover the floors and make up the rear firewall, side panels and also replace the original steel dashboard, too. There's a set of CNC pedals, a single aluminium race seat with a Beltenick five-point harness, a removable steering wheel and a bevy of Autometer gauges. Shifting duties are tackled by a Berg shifter while the other lever you see inside is a CNC staging brake, which Bernd uses to hold the car on the start line while he prepares to launch.

The end result is one tough cookie, which has performed well in testing. The motor was dyno'd at 232bhp, and Bernd has run a 12.1-second quarter mile during testing in 2017. However, it's still very early days, and there's much more to come from this hardcore racer, so keep an eye out at the track in 2018, as Bernd will be running it hard this year. ■

"The motor was dyno'd at 232bhp, and Bernd has run a 12.1-second quarter mile"

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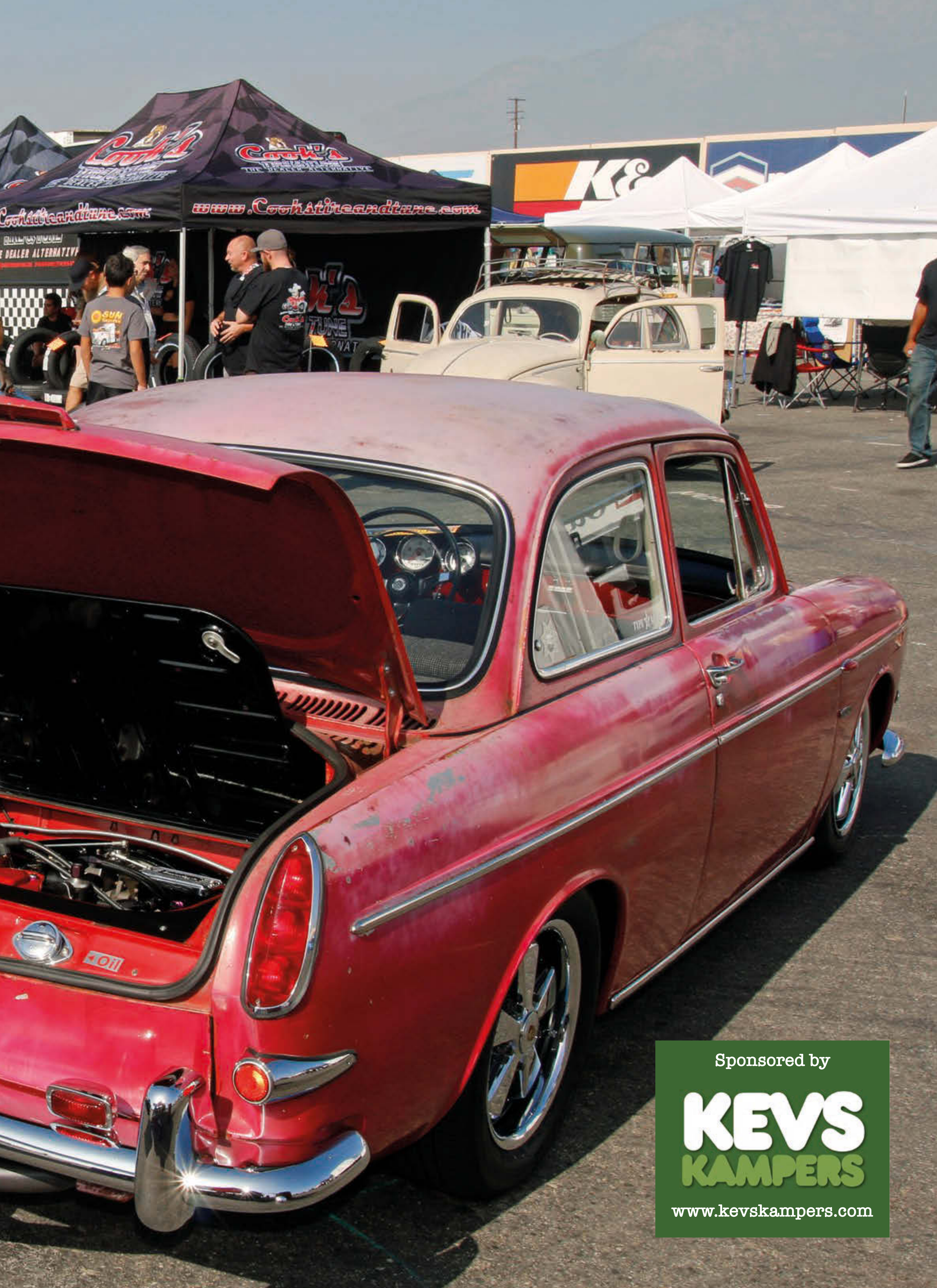
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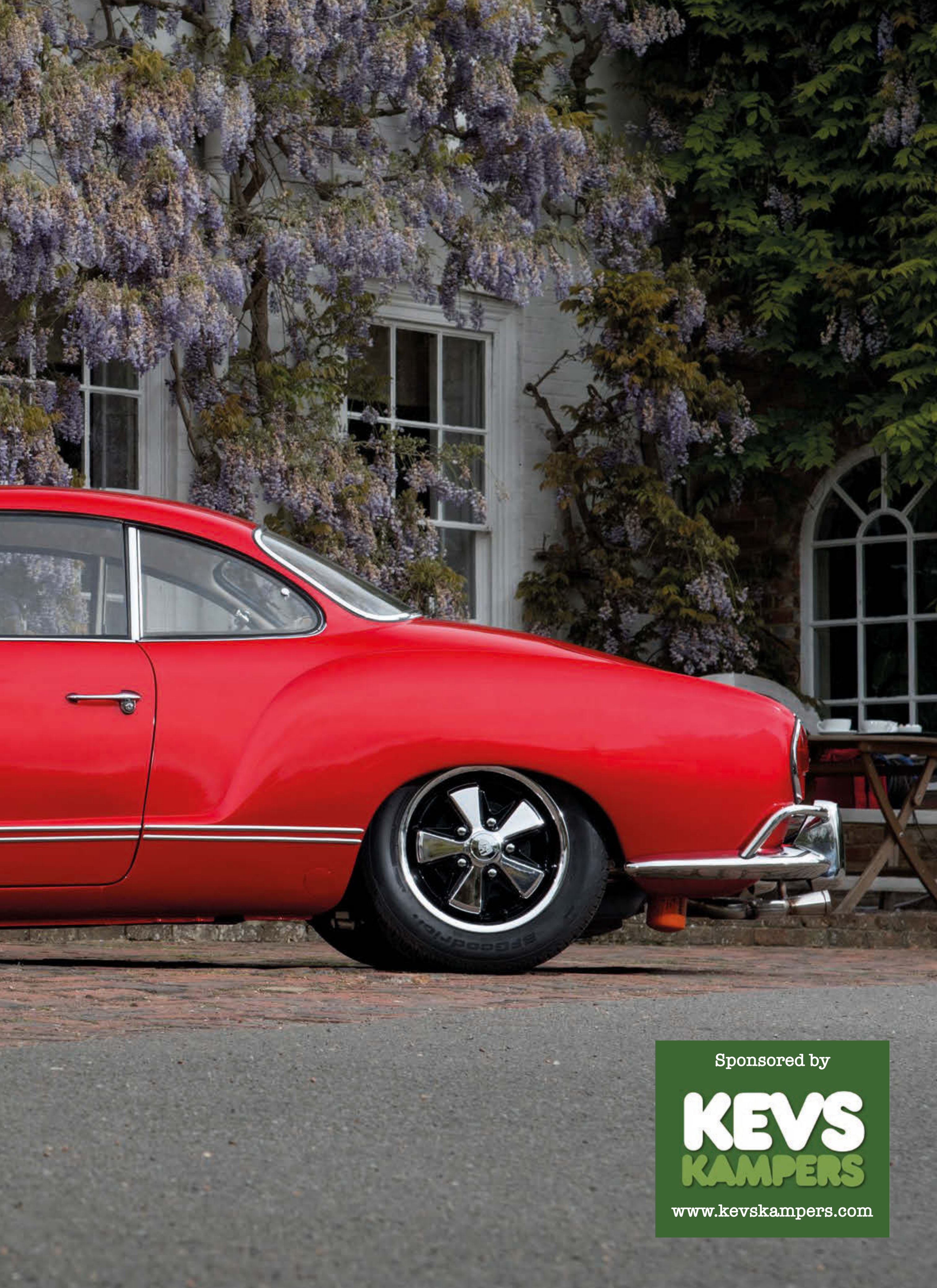

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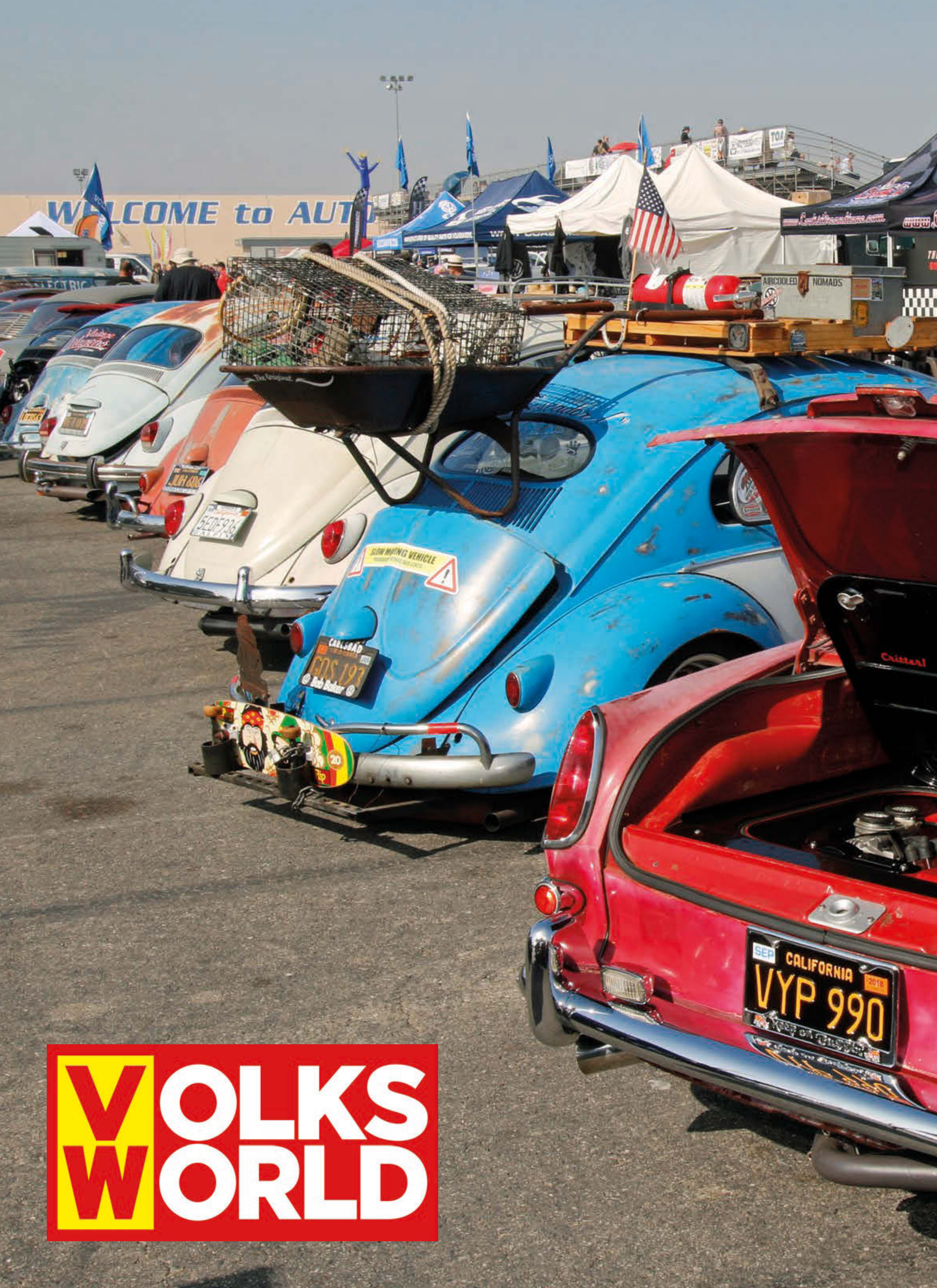
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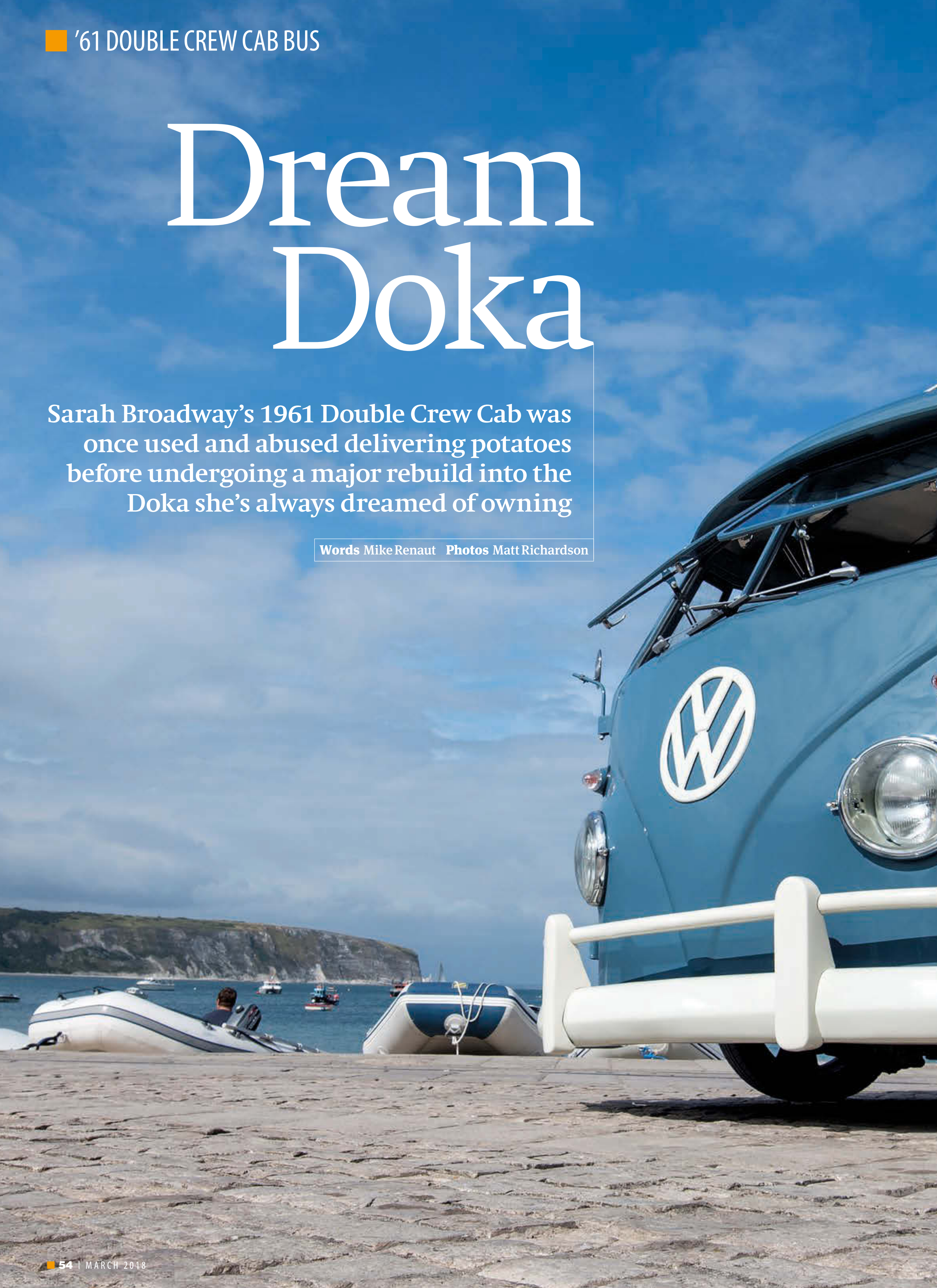

Dream Doka

Sarah Broadway's 1961 Double Crew Cab was once used and abused delivering potatoes before undergoing a major rebuild into the Doka she's always dreamed of owning

Words Mike Renaut **Photos** Matt Richardson

TECH INFO

BODY
1961 Volkswagen Doka finished in Dove Blue

ENGINE
Rebuilt 1641cc; twin Solex 34mm PDSIT carbs; standard internals other than the Mahle 1641 barrels and pistons; all new bearings for crank and cam; standard exhaust

GEARBOX
Stock four-speed manual

SUSPENSION
Dropped spindles at the front lowered by 3.5in; lowered by two-splines at the rear

BRAKES
Stock drums all round

WHEELS AND TYRES
15in BRM Speedwell alloys; Bridgestone 165 50/15 tyres at the front, Avon ZT5 at the rear

INTERIOR
Cream vinyl with Sarah's period accessories

Owning a customised Volkswagen seems perfectly normal for anyone reading this magazine. But it doesn't always translate that way to friends and family, as Sarah Broadway is quick to testify. "I've loved Volkswagens since I was a little girl and I've had four Beetles. My dad, Bob, patiently took me to various car shows but he wasn't really into the scene. To be honest, he still doesn't see the appeal!" she laughs. "They were crazy times back then, hundreds of mad cars and people having fun and my father was wandering around in the middle of it saying 'that can't be road legal' or 'how can you ever drive a car that's so low?'" Thankfully though, despite his bewilderment, he realised it wasn't just a phase; "I was determined and really wanted my own Beetle. So dad took me to the Bristol Volksfest when I was 16 and we were both very picky about which car I'd have as my first."

> "I've loved Volkswagens since I was a little girl"

It turned out to be a blue 1966 Beetle, "it was a show car that was on display in the arena and dad bought it for me. I later sold it to Jacques Villeneuve's mechanic. My next one was a black early 1970s Beetle, a genuine barn find that I spotted locally in Dorset. Oddly, it had an interior that was done by Sunseeker. Then I bought a 1962 Cal-Look Karmann Cabriolet, it was another show car called Blue Thunder and turned out to be quite famous, having been featured in Hot VWs and *VolksWorld* in 1989. It had a Sewfine interior and a Porsche engine – I should never have sold it.

Her first foray into Bus ownership followed soon after. "I imported a 15-window Splittie from Florida," she says. "I was going there on holiday anyway so when I saw it advertised I took a bit of a gamble, grabbed a bundle of cash and brought it back." Then reality intruded, "it didn't look quite so good sat in the pouring rain at Southampton Docks several weeks later and after a year I sold it. Later I saw it at The *VolksWorld* Show,

someone had spent £40,000 on it and it looked brilliant. I was just glad it was looking so fantastic."

Another Beetle quickly followed. "I got a violet 1962 Beetle from eBay, I had it shipped to my house sight unseen – which was nuts – but fortunately it turned out to be a really nice car. Yet through it all I always wanted a Double Cab. I spotted a racing one painted orange and black and that set me off wanting my own one."

Sight unseen

When Sarah first spotted the 1961 Doka you see here it was hand painted in red and being offered for sale by Matt Saint-Laurent at Norfolk AutoWerk (matt@kustomwerk.com / 07979 831452). "I did a bit of background research on Matt before contacting him and he seemed to be a very honest guy," she remembers. "I also found a video he'd put online of the Doka being driven around his yard and I watched that so many times that I decided I had to buy it."

Matt had imported the Pick-Up from Uruguay; it had been used to haul potatoes. The doors and body were in okay condition but instead of drop gates it had wooden stake sides. Inevitably, it still required a lot of work which

>

^ A pair of new dropgates and a tailgate had to be sourced before restorer Matt could get the body done. Sarah supplied the parts and he made them work

< The Doka had Safari windows from the factory but by the time Sarah bought the truck it needed a replacement set. Who needs air conditioning?

That fetching roof rack doesn't get much use since there's a large load area in the rear anyway, but it does look good and breaks up the long roof

The whole interior was skilfully re-upholstered and while white might not be the most practical colour for a Pick-Up, it sure looks cool

The rear seat appeared to be handmade rather than anything that came out of Germany. Once upholstered in vinyl, though, it's hard to tell it isn't stock. Once Sarah discovered the original colour was Dove Blue there was only one choice when it came to fresh paint

Speedwell BRM wheels are more often seen on Bugs, but they really suit the Type 2

Sarah asked Matt to do. The body was stripped and put onto a jig then sandblasted and Matt even put in a new rear bed because the old one was dented from years of hauling bags of spuds. "I ended up making that myself in the end," he reveals. "I thought I'd save myself some money and buy the individual repair panels, but by the time I'd spent a day and a half welding them all together I would have been better off buying a complete Klassic Fab panel in the first place," he smiles. With the new bed in place, Matt then sourced some oak and spent an afternoon on the spindle moulder in the joinery shop next door to make up some smart new slats. It had Safari windows from the factory but they'd rotted out too, so Matt got busy fitting a replacement set from Creative Engineering.

"It was great, he just got on with it and sent me progress shots as he went along," explains Sarah.

Chasing rust

Matt recalls having a fair bit of work to do on the Doka. "There were extensive chassis repairs and I had to fabricate and replace both chassis rails, the I-beams, top hat sections, the crossmembers, outriggers and jacking points. Also the lower 18in of all the panels, the cab floor and all the cable tubes and gear rods were replaced." In other words, this was far from being a weekend makeover.

"The beam was stripped down and I reconditioned it along with the steering box," he continues. "I added all new steering arms, dampers, joints and four new shocks. The brakes got an overhaul with new cylinders and shoes, all new metal pipes and flexible hoses. The engine was rebuilt from the crank up with twin Solex 34mm PDSIT carbs a 009 dizzy and 12v alternator. It's quicker just to say that

“this one had some very basic wooden slat type gates when I got it”

^ It’s hard to believe this Bus once had slatted sides and a dented bed from hauling potatoes around Uruguay

< An all-new bed was required to make the floor perfectly flat so it could take a brand new set of oak slats. A lot of effort, but worth it

everything was replaced or reconditioned apart from the transmission. The reduction boxes got all new bearings, a new VW Looms wiring loom, new fuse box… the list of jobs just went on.

“The truck was in a pretty bad shape when we started digging out all the glassfibre,” admits Matt. “The Uruguayans do whatever they can to keep their old vehicles on the road and it took quite a bit of persuasion to get the guy selling this one to part with it, especially as he always seemed to be drunk. In Uruguay, Volkswagen gave permission to fabricate and install their own designs of drop gates and this one had some very basic wooden slat type gates when I got it. Sarah made the right choice, biting the bullet to purchase those spanking new Gerson ones.”

>

^ That’s 1641 cubic centimetres of rebuilt engine right there with mostly stock internals

Look along those arrow-straight sides covered in super smooth shiny paint. If you've ever restored a Type 2 you already know how many hours it took to get the Doka looking this good

"The roof rack was an eBay bargain," remembers Sarah. "Especially as the seller offered to deliver it from his home in Chichester to Matt up in Norfolk." And Sarah wants to say 'thanks' to a kind member of the Split Screen Van Club known only as 'Onion' who supplied gate hooks for the sides.

Inside story

The Doka had the original seat still in place in front but the rear pew appears to be handmade, presumably in Uruguay. "It looked great once it was re-covered in off-white vinyl by Jennifer Jane's Upholstery (07879 478863). Meanwhile, Matt made up a set of suitable doorcards.

One oddball feature is a church key that not only unlocks the doors but a useful little battery inspection door in the offside rear – another peculiarity added in Uruguay.

Having done a bit of detective work and discovered the Bus was originally painted Dove Blue she asked Matt to respray it that colour. "I wanted it to look quite stock and the commercial look seems to appeal to most people – men and women."

In April 2017 the Doka was finished and Sarah had it delivered to her home. "It was fantastic when it arrived, absolutely perfect – exactly what I wanted," remembers Sarah. "I was delighted when soon after that it won Best Commercial and Best in Show at Dorset Volksfest. I also did a wedding with it and the bride even asked to sit on the truck bed."

There is, however, one change Sarah will be forced to make in the future. "I'll have the front suspension raised up a little because having now driven it a few times and had the front overriders scrape on bumps, it has turned out a bit impractical for our potholed UK roads."

Other than that, thanks to Matt's involvement, she's finally got the Bus she always wanted. "I stuck my neck out to buy it sight unseen," admits Sarah, "and I wouldn't always advise anyone to take such a chance, but like most of the Volkswagen people you meet, Matt was really honest and helpful. My dad still doesn't really get why I'd want a Volkswagen like this but he does secretly enjoy looking around it and is pleased when people come for a closer inspection." ■

Sarah made us promise to include a photo of Wilson the dog and we're not the type of magazine to disappoint on something that important

"the rear pew appears to be handmade, presumably in Uruguay"

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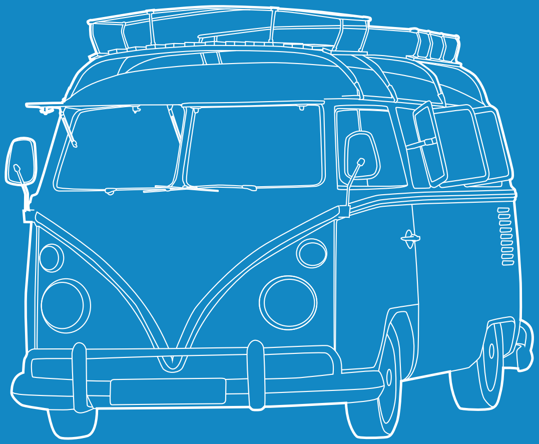

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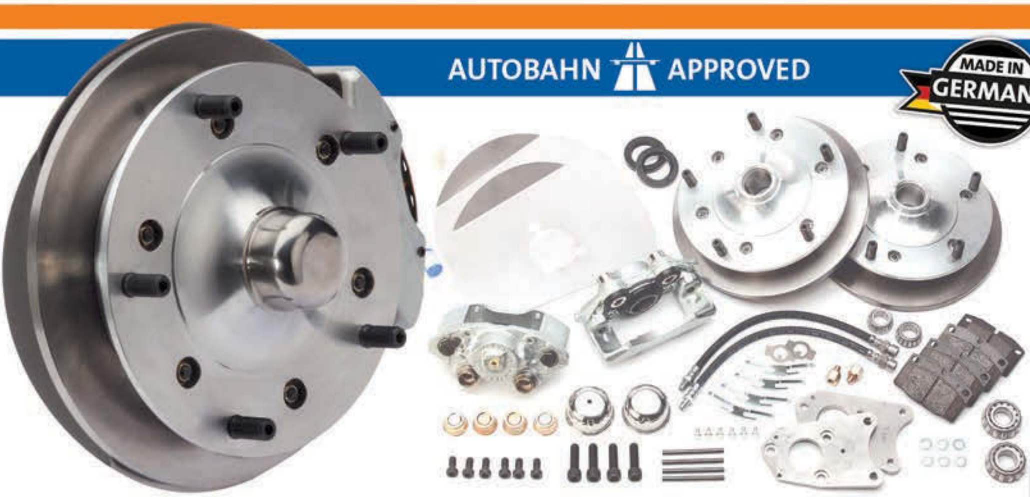

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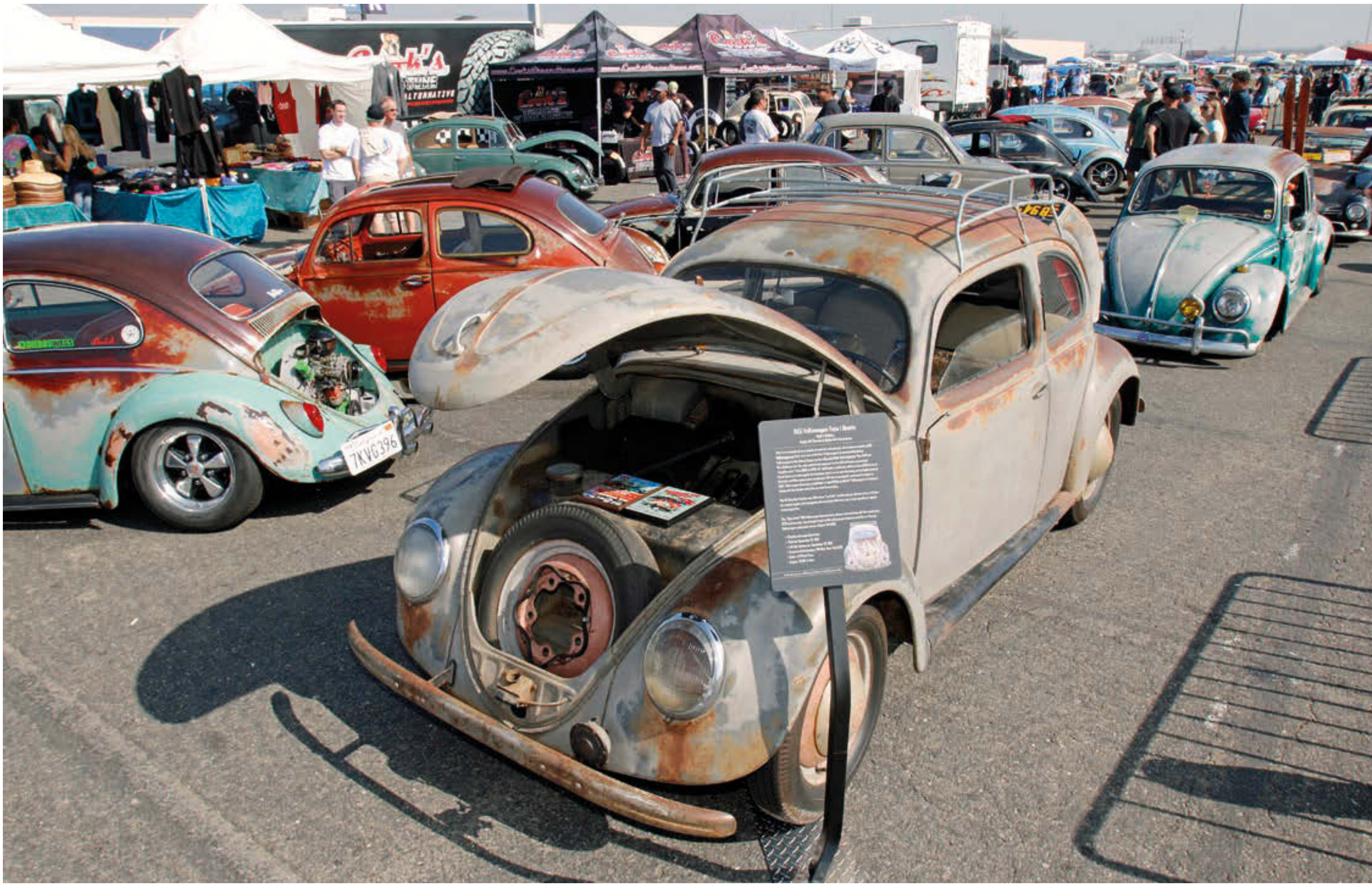


Among the patina gang, you couldn't miss Robert Velis' 1951 survivor

So-Cal – so cool!

California's legendary Bug-In has been a crowd favourite since the first edition took place half a century ago – a good reason for VolksWorld *to visit the 2017 event. It offered a few surprises, including a new popular show class opened to patina cars. And enthusiasts could also enjoy* Der Kleiner Kampfwagens *club's 40th Anniversary a day earlier*

Words and photos Stephan Szantai

It all started in 1968, when a bunch of VW fans packed the grandstands of Orange County International Raceway (OCIR), eager to enjoy the inaugural Bug-In. The event went on to become hugely successful during the following 15 years, with the crowd witnessing a vast range of entertainment twice a year: drag racing, off-road and slalom competitions and engine-pull challenges, together with a packed car show. The busy format has since inspired Volkswagen promoters all over the world, the UK included, starting with the first Bug Jam at Santa Pod in '87.

Southern California's VW scene truly mourned the closure of OCIR in 1983, as it sealed the fate of the Bug-In. Thankfully, Rich Kimball – one of the original organisers – revived the meet in 2005, choosing to host it at Auto Club Speedway in Fontana, 50 miles east of Los Angeles. The racing facility includes a NHRA-approved quarter-mile strip, which lends itself nicely to a drag-oriented VW happening.

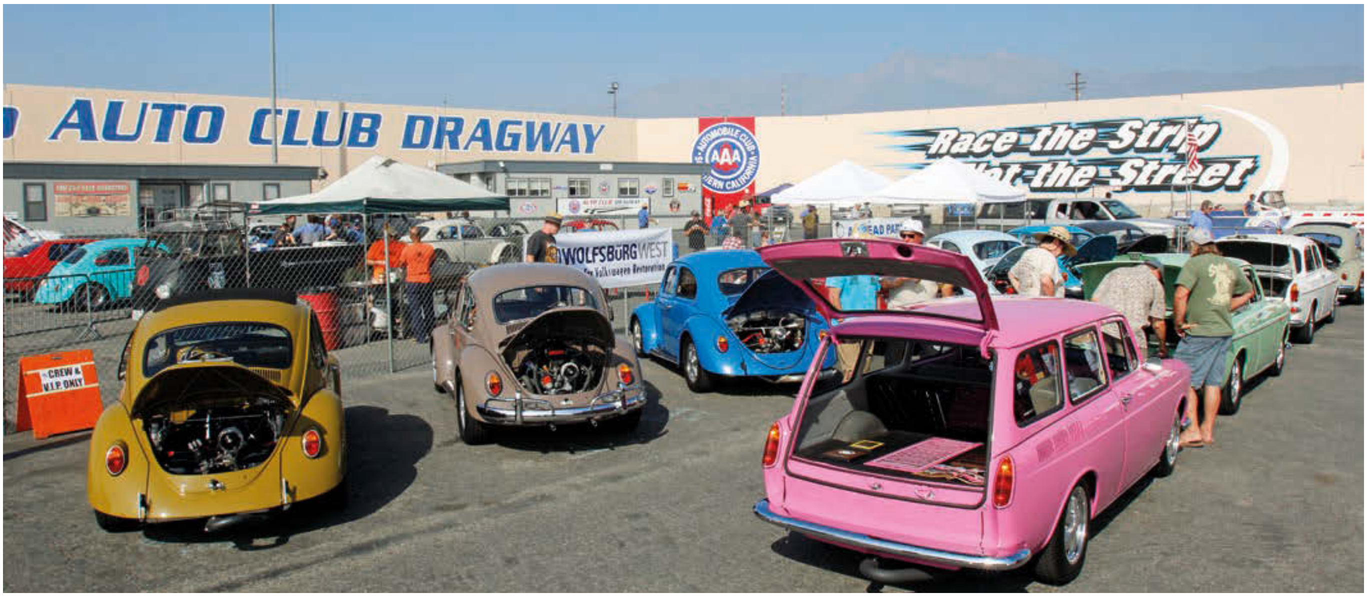
Fast forward to 2017. The one-day affair still draws masses of Vee Dub enthusiasts at the same Fontana venue, although the weekend offered an additional get-together a day earlier. Indeed, Saturday saw Der Kleiner Kampfwagens club celebrating its 40th Anniversary – see page 68.

Today's version of the Bug-In revolves around a car show, drag racing and a packed swapmeet. The latter, which wasn't part of the early editions, has truly become a major draw for visitors in recent years. Add the professional vendors (gathered nearby) to the equation and enthusiasts can find everything on site to finish their project cars.

Car show entries lined up on the asphalt next to the racetrack, with a large portion of the participants vying for one of the many awards.

A handful of Type 3 buffs joined forces to organise a striking line-up

Humberto Baca owns a terrific VW collection, which includes this slammed '57 Cab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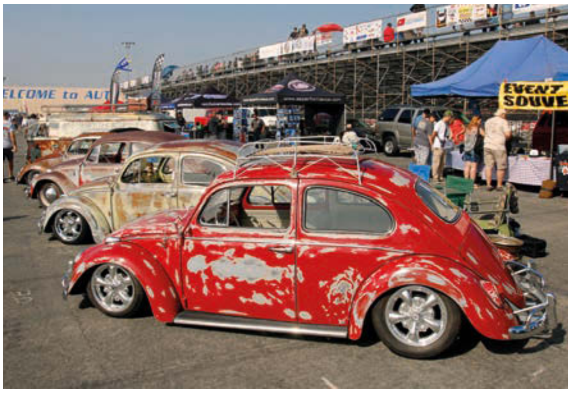
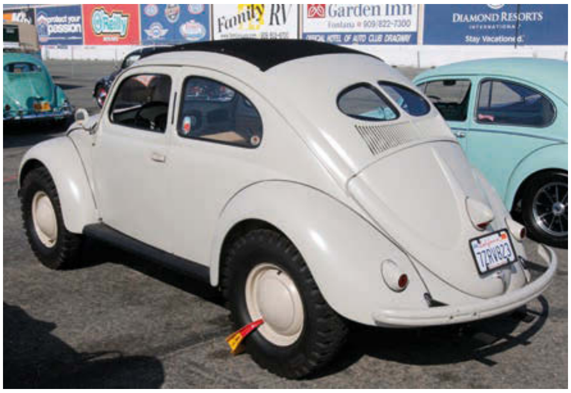
^ Der Kleiner Kampfwagens had one of the best spots in the house, next to the track

> The event relies on seven drag classes, with Super Stock and Outlaw Turbo welcoming the fastest of the bunch

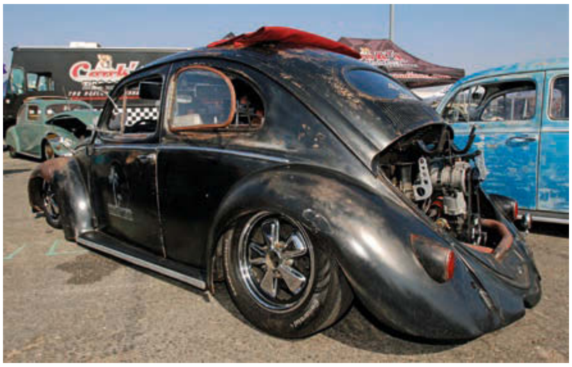


< Highlight of the event was the newly-created Patina class – the crowd loved it



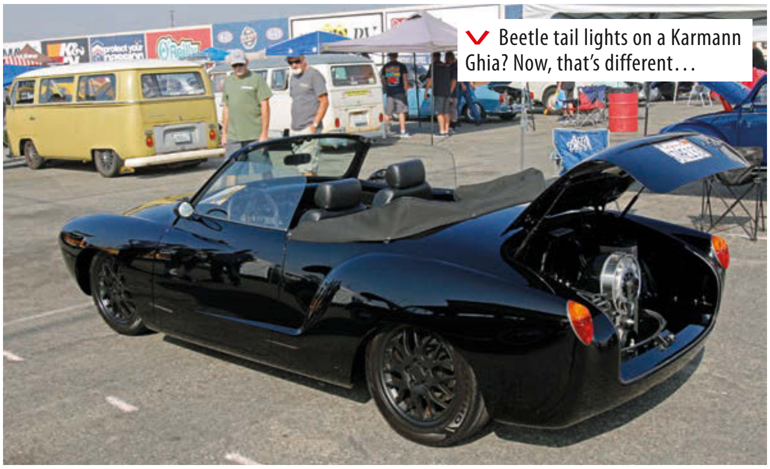
< Tim Wagner's '51 Split is a great tribute to the WWII KDF Wagens

A small contingent of German Folks Klub members drove their rides to Bug-In 42

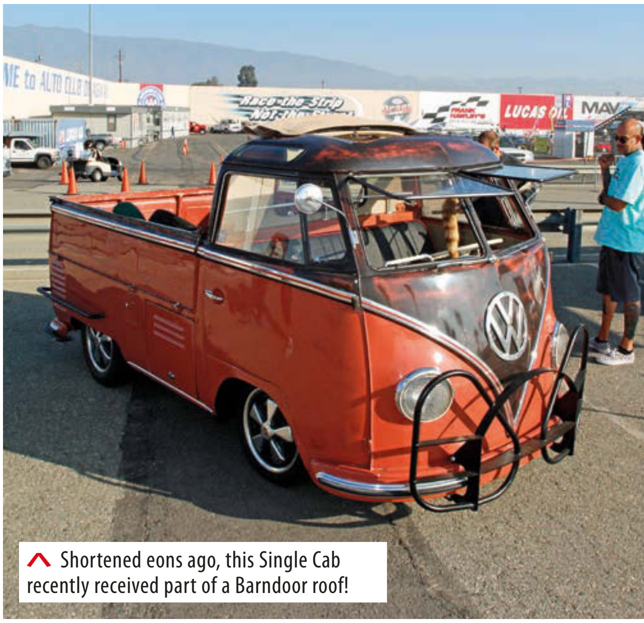


This scruffy Oval was severely lowered courtesy of a raised gearbox and narrowed front beam

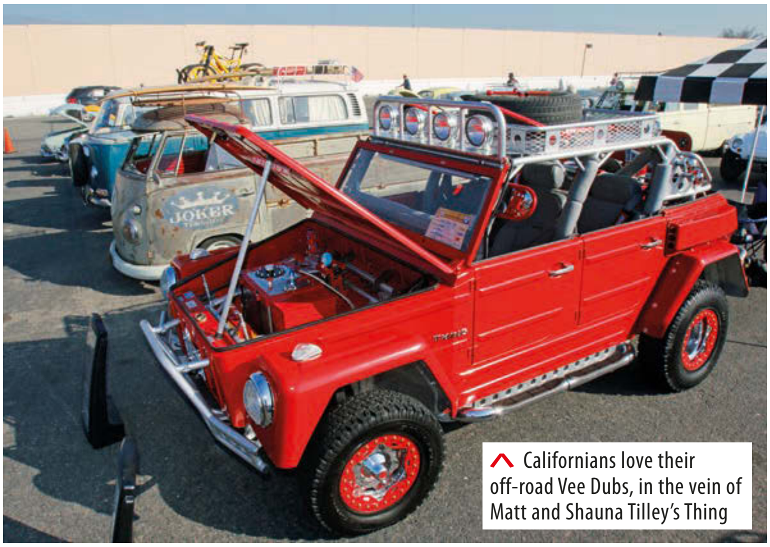
Bug-In & DKK 40th anniversary



Beetle tail lights on a Karmann Ghia? Now, that's different…

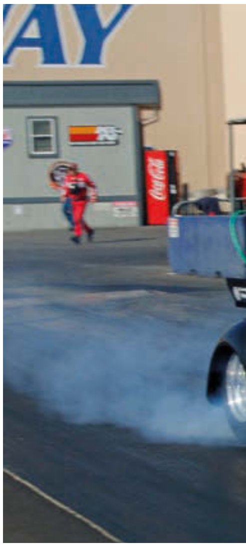


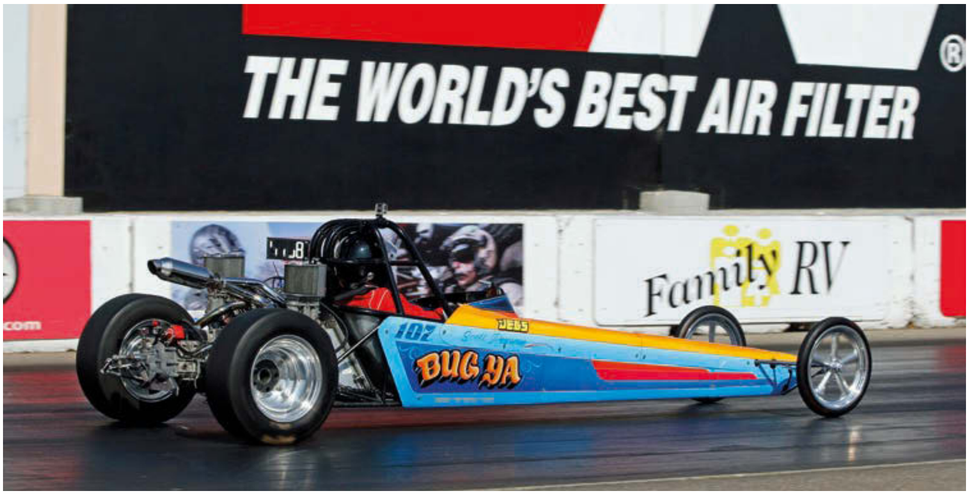
Shortened eons ago, this Single Cab recently received part of a Barndoor roof!



Californians love their off-road Vee Dubs, in the vein of Matt and Shauna Tilley's Thing

> Fans of quarter-mile drag racing enjoyed some fantastic side-by-side action, thanks to a well-prepped track





DKP member Scott Pescuma made a few passes in his dragster built over 35 years ago

Incidentally, Bug-In 42 introduced a new class specifically dedicated to patina cars, grouped together next to the grandstands. With over 30 vehicles on display, it drew the crowd all day long – a major success by all accounts.

Fans of quarter-mile drag racing enjoyed some fantastic side-by-side action, thanks to a well-prepped track. Several categories battled over 1/8th-mile for the occasion, to remain consistent with the rest of the championship run on the same distance at Irwindale Raceway. The fastest competitors entered Super Stock (naturally-aspirated engines) and Outlaw Turbo (nitrous and turbo are accepted). We should especially comment on the crazy passes by Outlaw Turbo's Eric Calabrese and his Oval, who posted a 5.53 ET at a blistering 126mph. Yep, 126mph over 1/8th-mile in a Beetle!

Bugin.com has already announced the date of the next Bug-In, moving it much earlier in 2018 to Saturday, 2 June. Hey, that's close to the summer holidays… See you there maybe? ■

Tony Klink regularly dominates the Super Stock class – and won again at Bug-In 42

Fontana Raceway offered plenty of grip, resulting in crowd-pleasing wheelies

Bobby Miller is a fierce contender in either the Pro Turbo or Outlaw Turbo classes

Kellie Foster entered her husband Jason's mid-12-second '65 Bug in the Powder Puff class

All the way from the UK, Richie Webb put his street-driven turbo convertible to the test

Our friend Sixto always races his turbo Notch in company of a freaky passenger!

SHOW REPORT

Bug-In & DKK 40th anniversary

On Saturday, DKK gathered an impressive troupe of Cal Look-inspired rides

Copper-plated accessories give an unusual appearance to this patina Ragtop

Black BRMs with black centre caps… How do you like the combo?

Painted in 1986 and finished in 2017: that's Dave Shaw's 1952 Zwitter

CELEBRATING DKK's 40 YEARS OF EXCELLENCE

Back in 1977, a bunch of young Volkswagen fanatics got together to start a club inspired by the renowned *Der Kleiner Panzers* (founded in 1965). And so was born *Der Kleiner Kampfwagens*, a group that played a significant role during the late '70s and early '80s Bug-Ins, thanks to its high-quality Cal Look VWs.

DKK ceased to exist around 1985; however, former members began hanging out together about 10 years ago and decided to revive the old club. Today, the friendly gang is a regular fixture at So-Cal VW shows, where they typically display an impressive row of nicely finished vehicles.

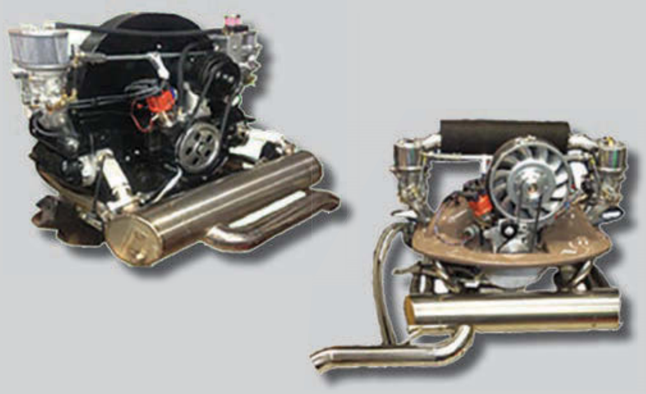
The year 2017 marked DKK's 40th Anniversary, hence the idea of a meet at a cool restaurant located in Orange County, Heroes Bar & Grill. With space being at a premium, the club did not over-promote their shindig, but the parking lot quickly got packed with about 100 Volkswagens. *Kampfwagens* members brought a fantastic selection of memorabilia. The crowd loved it! The event also marked the first major outing of Pepto 2, the famous lilac-painted Squareback which *VolksWorld* featured in its Autumn 2017 issue. Renowned Automotive Journalist Eric Geisert made the trek to Heroes to see it – Eric photographed the original Pepto owned by Bill Schwimmer for *VW Trends Magazine* back in 1986. You can certainly say that DKK's pre-Bug-In party will be remembered for years to come. ■

Bill Schwimmer and ace photographer Eric Geisert, keeping company with Pepto

Reminiscent of the '80s, chopped Type 3 looks great with its smooth hatch and tail lights

DKP lined up its 'Panzers' behind Heroes Bar & Grill's cool brick building

Dan Simpson VW
Performance Engines



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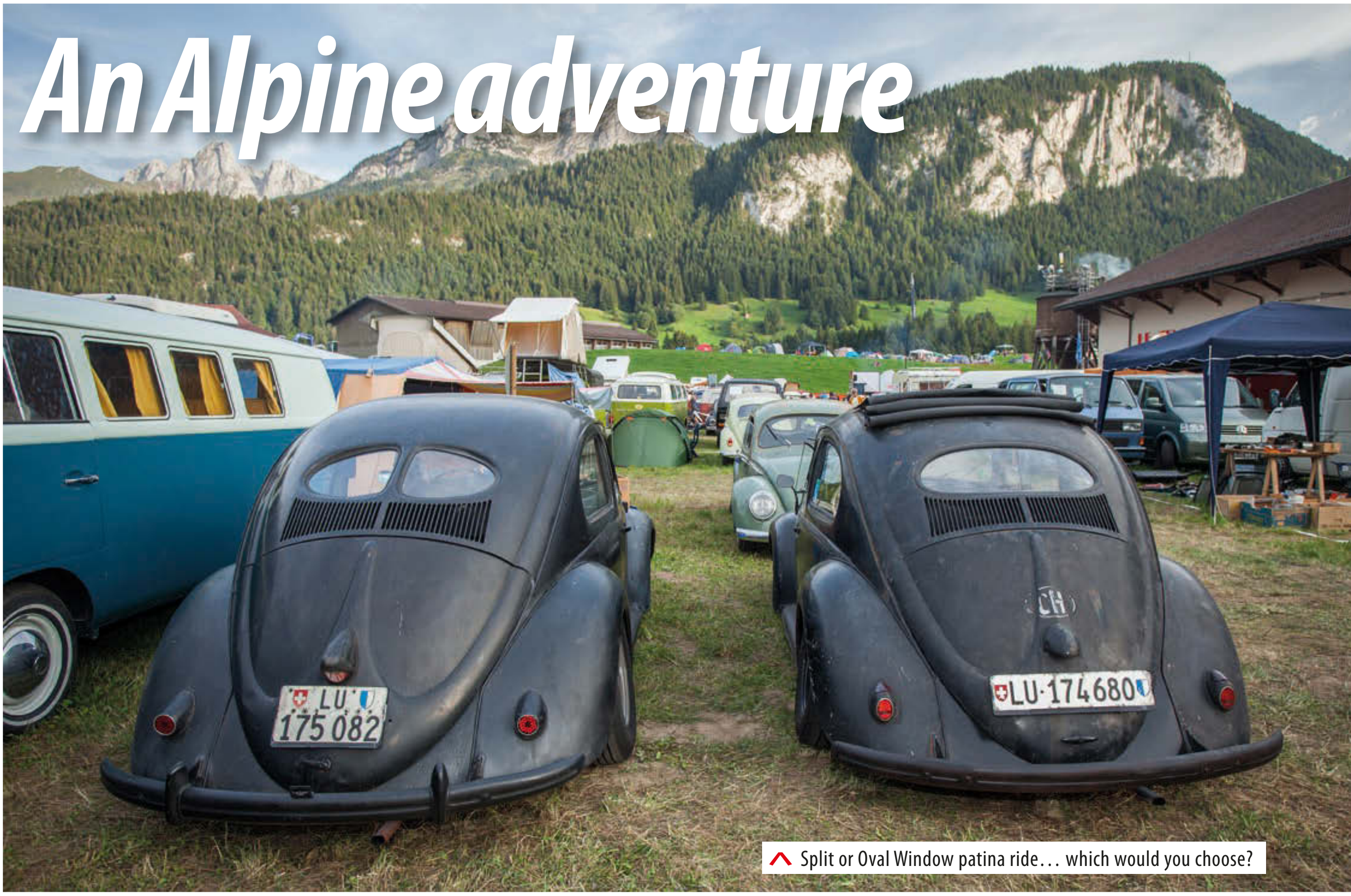
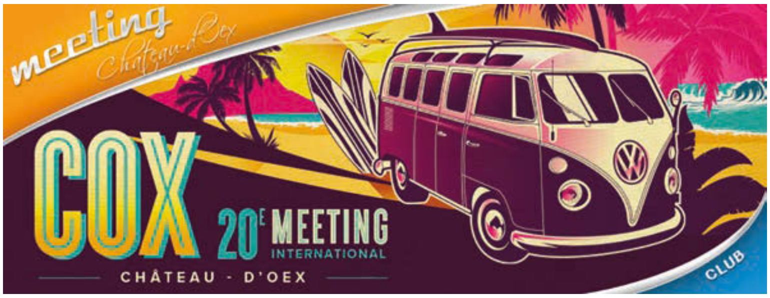
An Alpine adventure



Split or Oval Window patina ride… which would you choose?

The weekend of 26-27 August marked the date of the 20th Château-d'Oex meeting, organised by the Lémania Coccinelle Club of Switzerland. Surrounded by stunning alpine peaks, and packed full of awesome VWs, this event has it all!

Words Paul Knight **Photos** Dokke Sahertian



Held in the heart of the Swiss Alps, the international VW meeting at Château-d'Oex is perhaps one of the most picturesque and beautiful locations for a gathering of air-cooled VWs. And yes, this is an air-cooled only event with the only exception being the Type 25/T3 range (up to 1992), which are also welcomed by the club.

For UK visitors it's quite a trek but the scenery as you approach the event is nothing short of spectacular. If you travel from Dover to Calais, you'll be faced with an 8.5-hour (roughly 500 miles) drive through France into Switzerland, hence it might be something you'd include in a road trip or as part of a holiday tour rather than a weekend away. But, we can't recommend this event enough – you won't be disappointed by the quality of cars or indeed the fabulous location.

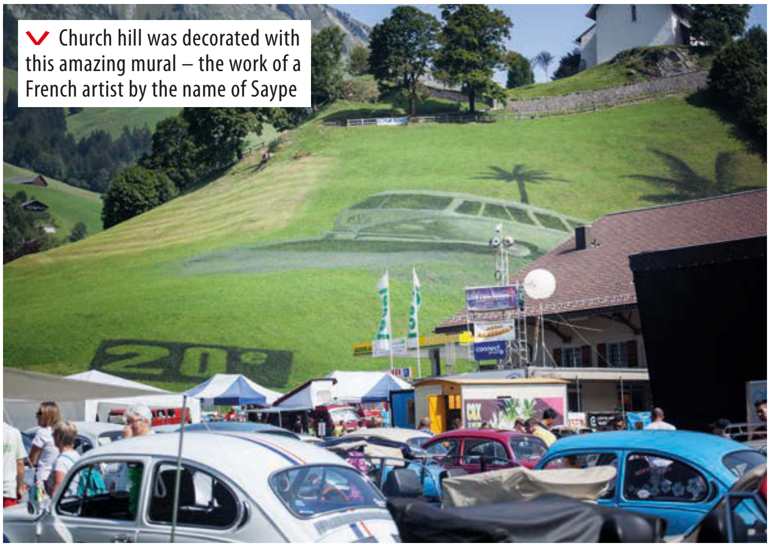
The 2017 event (the 20th) had an 'Aloha' theme, which was celebrated with a huge mural of a Split Bus and some palm trees, which was painted right onto the side of one of the hills surrounding the show. French artist, Saype, used more than 400-litres of eco-friendly paint to create this masterpiece, which must surely be the largest piece of VW-related art displayed at any VW event.

One thing we noted was the large number of vintage and early VWs in attendance. Remember, this isn't a vintage gathering – it's open to customised and modified VWs, too – but the large number of Split Window and even coachbuilt/vintage specials was a real treat.

Switzerland is famous for strict car and emissions regulations, however classic cars aren't as heavily regulated as late-model or modified vehicles, hence there were plenty of customised, slammed and even roof-chopped Bugs on show. Best of all, many of these vehicles are not what we'd call 'Euro show

➔

Note the subtle panelling/pinstriping on this stunning Split Screen double cab



Church hill was decorated with this amazing mural – the work of a French artist by the name of Saype

There were several rare Hebmüller two-seaters at the show – this one was 100% stock

Slammed Hebmüller looked great on Porsche 356 style wide alloys… the stuff of dreams!

This Split window Bug on chromed Sprint Star rims was part of the Luftkraft club display

What a great place to spend some time camping in a nice Westfalia Camper

> “the scenery as you approach the event is nothing short of spectacular”

Brazilian-built SP2 is a rare beast in Europe

These large diameter, split-rim, factory-style wheels caught our eye… hardcore!

The 130 race number means only one thing – this replica Porsche 550 Spyder is a tribute to the legendary James Dean 'Little Bastard' race car

These Aero-style fenders are popular in Australia, yet rarely seen here in Europe regulars', hence this was the first time we'd seen a large percentage of the cars.

As you'll see in the photographs, the fact that it's 100% air-cooled only makes for a very colourful event and, with such spectacular views (from practically any angle), it's hard to imagine a more impressive way to display such a wide range of great looking VWs. Incidentally, to give you an idea of the scale of this show, we're reliably informed that there were approximately 1500 air-cooled VWs and 10k visitors in attendance over the weekend. Of course, as you'd expect from a well-established event like this there's music and entertainment, bars, trade areas and club-related activities to enjoy.

Camping is free, and there are decent facilities on the municipal campsite, but there are also plenty of local hotels and hostels as this is a popular tourist area.

Being a club-organised event, everyone we spoke to was super helpful and enthusiastic, which really made us feel at home. We'd especially like to thank Raphaël Berger and his team for making us so very welcome and also for putting on a truly unique and stunning event. We'll be back for the 21st meeting, which is due to be held on the weekend of 30 August – 1 September 2019. Yes, that's right, this is a biennial meet, hence you have plenty of time to start making plans to join the party. You can find out more by visiting www.coccinelle.ch/meeting/chateau-doex/ ■

What a view – the Swiss Alps make for the perfect backdrop

Cruising the show in style with a slammed Type 181

Colour-coded custom Bug looked great on fully-polished Fuchs rims

We'd imagine the drive through the Alps in this Porsche 356 replica must have been epic!

Wide-arch 550 Spyder replica looked great on modern Porsche Teledial wheels

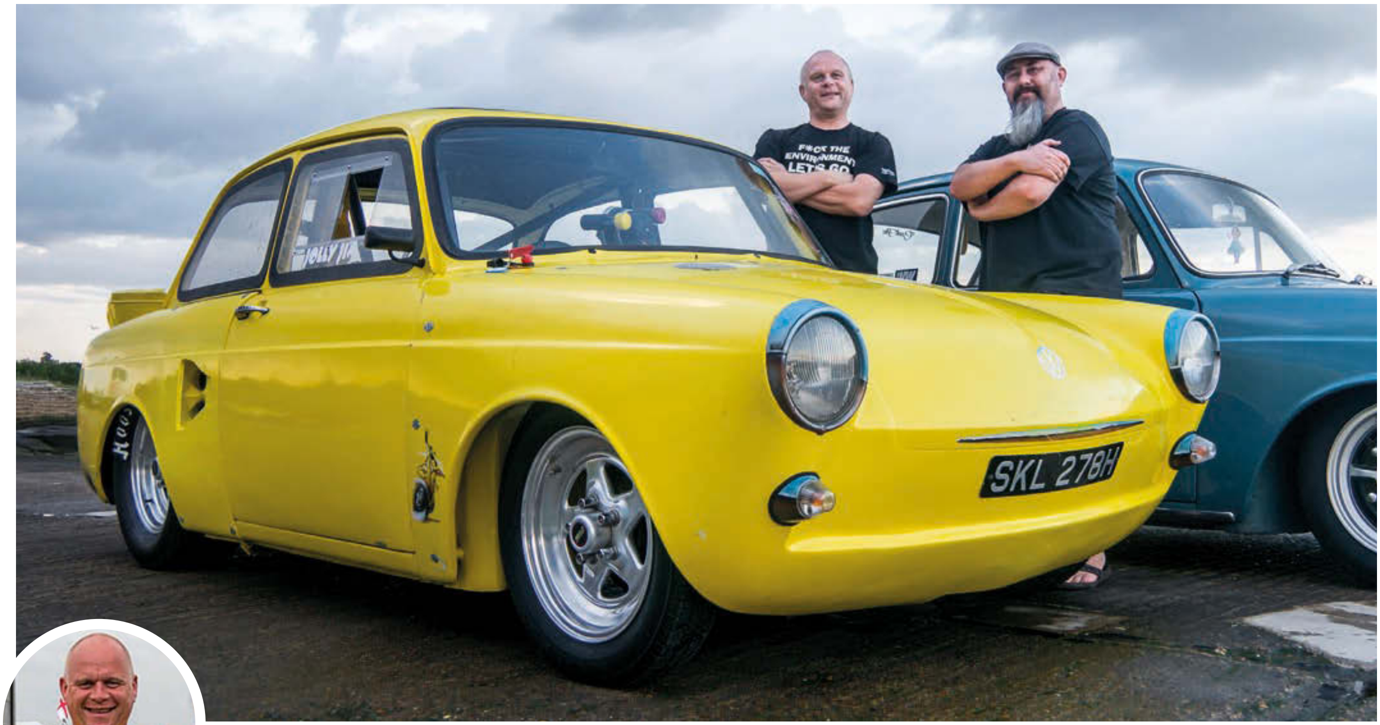
Christoph Schiffer's stunning Karmann Ghia coupe was a firm favourite

We loved this beautifully-restored 23-window Deluxe Bus

Oval-era Karmann cabriolet was a true vintage gem

> "the fact that it's 100% air-cooled only makes for a very colourful event"

Roof-chopped Bug looked great on gold-centred late-model Fuchs



Jolly Jim Warner (left) and Paul Knight alongside Jim's '69 street and strip Type 3 Notchback

The other woman

Paul helps out a mate with his street 'n' strip Notch

OWNER INFO

NAME: Jolly Jim Warner

OCCUPATION: Builder/photo assistant

CARS OWNED: T4 Westfalia California

WORK THIS MONTH: Cleaning up the broken engine parts

Last month I reintroduced you to my '62 Type Notchback and alluded to the fact that there was another Type 3 in my life… the one my family and friends often refer to as 'the other woman'!

Those of you that have been part of the VW scene for a long while will almost certainly recognise this car, which actually belongs to my good friend (and photographic assistant), Jolly Jim Warner. It's been featured in *VolksWorld* previously (twice actually) and is a well-known UK drag car with a collection of VWDRC trophies behind it. However, these days Jim has taken a step back from professional drag racing due partially to the high cost of running a competitive car and also because he wanted to put the Notch back on the road and enjoy driving it around town. And this is where my involvement has changed from 'occasional weekend tinkering at the track' to 'full-time breakdown and recovery service' whenever he decides to take it out for a blast…

Road ready?

The 'return to the street' wasn't exactly a walk in the park, as this car had developed into what most would consider to be a track car. We're talking about a spool in the gearbox (i.e. no differential, which makes cornering a bit of a trauma both for the driver and the car), aluminium panelling with zero soundproofing, a rose-jointed, ladder bar rear suspension set-up and other minor issues such as the lack of wind-up windows and practically no auxiliary electrics or lights.

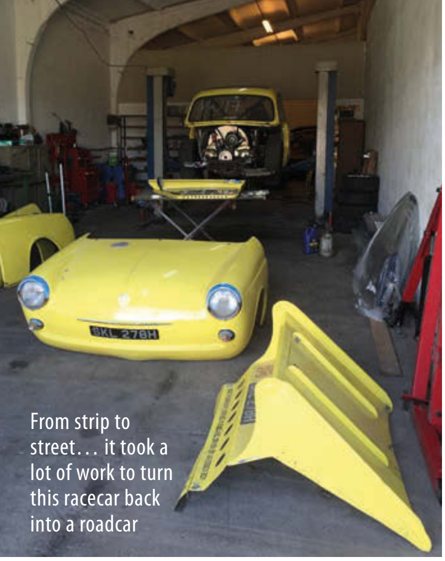
However, we went ahead and fitted it up with lights and even cut a rudimentary sliding window in the Lexan side window (as it was difficult to collect your food at the drive-in). Oh, and we fitted a passenger seat. Don't get me wrong, this is still far from what I'd describe as a 'road car', but it meets the basic technical requirements and that's good enough for Jolly Jim.

Compared to my Notchback, the cars are like chalk and cheese… my car ticks along nicely and rides really well while Jim's car is an assault on the senses, and pulls like a train. It's hot, noisy as hell, bumpy and a bit of an animal in the bends – in fact a friend once described the driving experience as being 'like driving the worlds fastest tractor'!

> "It's hot, noisy as hell, bumpy and a bit of an animal in the bends"

To be perfectly honest, I think we did well to make it work on the street at all. The 2332cc motor runs an FK89 camshaft and 48IDA Webers – it's essentially the

A shot from the past – this was when the car was a track-only dragster



From strip to street… it took a lot of work to turn this racecar back into a roadcar

Refuelling the 1 gallon tank involves flipping the front – and yes, with only 1 gallon of fuel on board at any time, he literally drives from fuel station to fuel station!

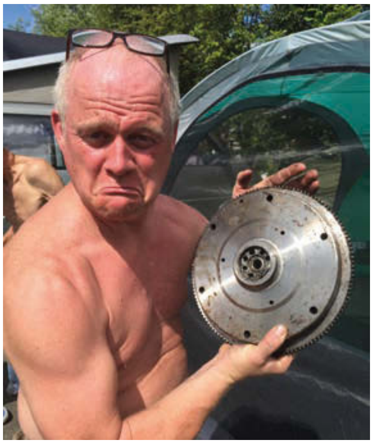
You know it's a proper road car when you can see that the indicators work!

Looking good and ready to hit the road after years of track-only action

SPA-FRANCORCHAMPS
BUG SHOW
CIRCUIT DE SPA FRANCORCHAMPS
SKL 278H

Following a successful burnout, Jim pulls up to the start line and prepares to launch hard

Back in the pits we set about pulling the motor and finding out what the problem was…



The flywheel had sheared the eight chromoly dowels and the oversize gland nut when it came away from the crankshaft

archetypal Cal-Look / drag combination. However, we spent a lot of time working on the heads and compression ratio to achieve the right balance of power and reliability and the result was a cool running, hot motor. And, for several years, it proved to be very reliable.

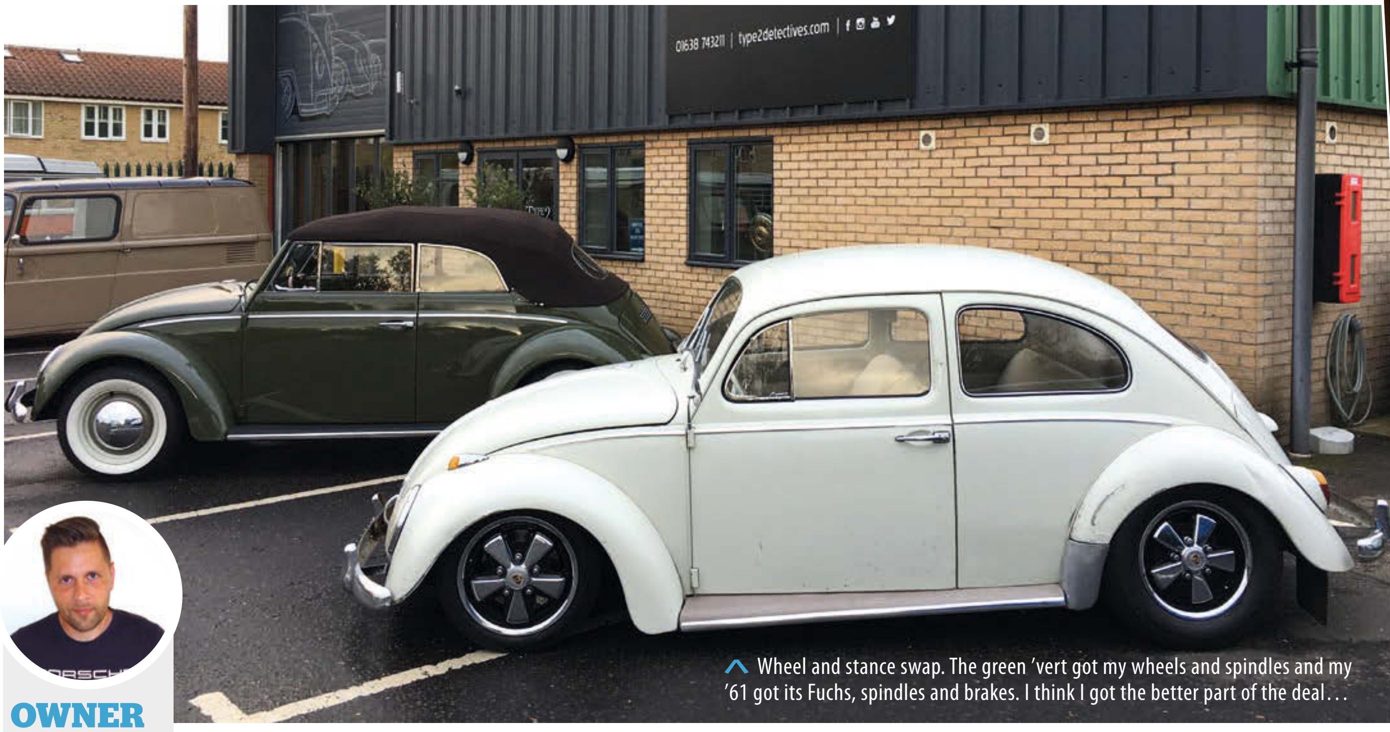
Pushing the limits

Rewind to my previous comment about 'full-time breakdown and recovery service' and I should point out that I was referring to general repairs and not engine issues. A car like this literally shakes itself to pieces on the street, hence my comments were more regarding the parts that need re-attaching and electrical connections, which shake loose and break etc.

And things were working just fine like this – keeping the car off of the track meant that the breakdowns were all minor issues and not the major failures that he had been experiencing on the strip. That was until the flywheel separated from the crankshaft when Jim decided to 'take it racing one last time' at Le Bug Show in 2016.

And that pretty much brings you up to speed on the recent history, and hopefully explains why I'll be reporting on the progress of this car, too. I think the combination of my relatively stock '62 Notch and this, wild and crazy '69 street 'n' strip Notch should make for a nice contrast of garage material, and hopefully you'll enjoy reading about them as much as we enjoy driving them.

Right, I'm off to the garage now to start preparing the brand new crankshaft and flywheel while Jim cleans the oily parts… stay tuned for future updates. ■



Wheel and stance swap. The green 'vert got my wheels and spindles and my '61 got its Fuchs, spindles and brakes. I think I got the better part of the deal…

OWNER INFO

NAME: James Peene

JOB: Magazine editor and pen for hire

CARS OWNED: '69 Bay Window, '61 Beetle, '68 Porsche 912

WORK THIS MONTH: Break down and slam

The fourth emergency service

James' Bug was broken but is now better than ever

Note to self. Never tempt fate by promising to be home on time and then going out in an old Volkswagen

It's been a while since my last project piece and a fair bit has happened to my Norwegian '61, but we'll start by mentioning how it broke down. To be fair, it was due to a number of factors, none of which were the car's fault. I'd put a few hundred miles on the clock before the engine stuttered. Just the once, and only for a split second, but I did notice it and to my discredit I didn't do anything about it.

The day after that first warning shot I used it to get me to a photoshoot, and on the way home it did it again, only this time it was less of a stutter, more of an engine totally dead situation.

Having pulled into a layby on a quiet country road I discovered the condensor had gone south. I usually carry spares and tools, but in this instance I didn't have any for a 6-volt car. A quick call to Green Flag and they told me they'd be with me in three hours time. Minimum.

> “decreased the altitude to increase the attitude”

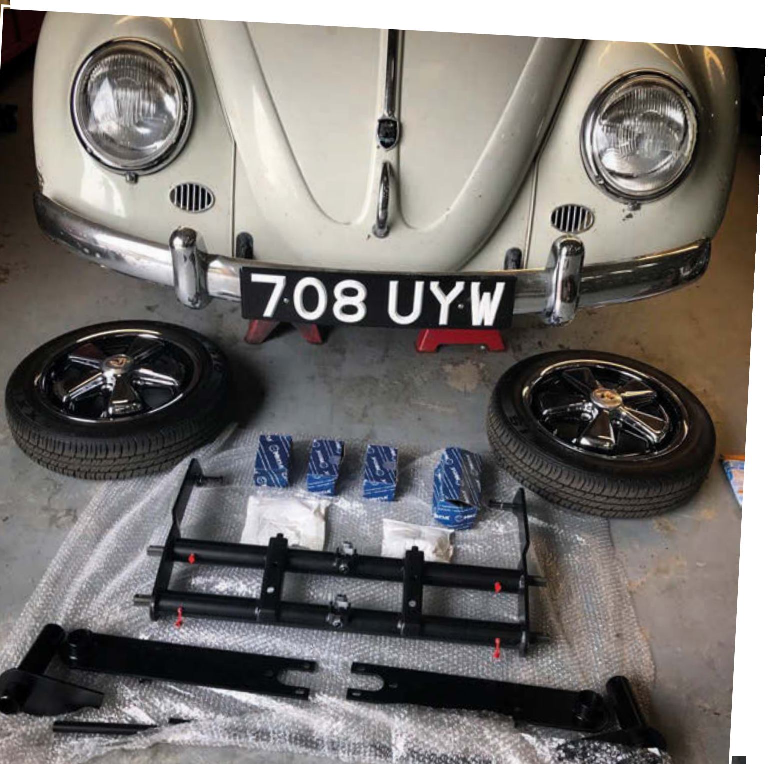
I wasn't about to wait that long, so called my girlfriend Soph and long story short, she towed me home instead. It's not an experience either of us would like to repeat that's for sure.

Fortunately, I seldom throw anything away, so had the old 6-volt condensor off my black '59 Beetle. I fitted that and the engine has been good as gold ever since. Although I've also bought a spare, just in case.

It's not like I can blame the car either. When I spoke to Alex, who I bought the car off, he revealed that because

TYPE 2
Detectives
708 UYW

I have no qualms admitting it, but I have zero interest in owning a stock Volkswagen. My '61 was going to be lowered from the moment I bought it



Front end stripped off in readiness for the Limebug narrowed beam. It's a quality piece of kit and I can't fault the ride

Changing from wide-5 to Porsche wheel bolt pattern with new drums and fresh internals

There's plenty of scope for it to go lower, but I love the stance and the car doesn't bump, scrape or rub, which is something I have no truck for whatsoever. Perfect

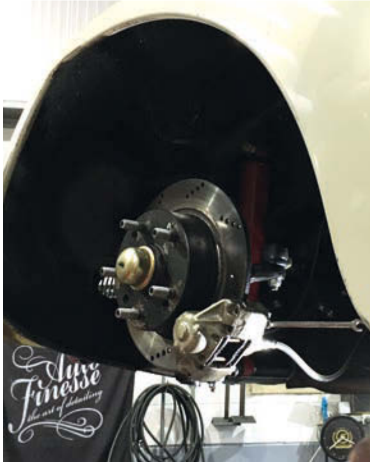
everything was so nice and original when he recommissioned the car after its long lay up, he left everything on the engine that didn't need changing. That means the points and condensor were a minimum of 30 years old. Looking at them they could well have been on the car from new, so they'd long ago earned their retirement.

With the engine running sweetly I drove the car over to Type 2 Detectives who, as you can see, have decreased the altitude to increase the attitude.

I've known Mark and Paul for ages and we worked out a bit of a deal that saw my original steel wheels, spindles and brakes going onto an ex-GFK 'vert that they were turning back to stock, and in return I got some chromed and detailed Flat 4 Fuchs, tyres, dropped spindles, front discs and Porsche pattern rear drums for my car.

I supplied the beam, which is a 4in narrowed link pin beam I bought from Limebug, and the T2D elves fitted and buttoned everything up for me.

I think the stance is absolutely on point. It doesn't bump, rub or scrape but is low enough for my tastes, and I love the nose down rake with fat and skinny tyres. Upgrading from front drums to discs and a dual circuit master cylinder has improved stopping power no end, and all in all, I'm absolutely tickled to death with how it looks and drives. ■



A dual circuit braking system and drilled discs are a big improvement over the original set up

^ I was delighted when the car arrived home from Sweden on a truck, three weeks early

OWNER INFO

NAME: Mark Walker

OCCUPATION: Regular contributor

CARS OWNED: Part share '73 Westy

WORK THIS MONTH: Sorting the '70 Swede's oil leaks, brakes and clutch

Going oil the way

Mark Walker gets to grips with a major oil leak

I last left the story of my recent Swedish Beetle purchase with the car broken down in Sweden – and a lot has happened since then. Although in the last report I anticipated a second trip to Sweden to collect the car when repaired, I received a call from the RAC a few days after I flew home to let me know there would only be a £75 excess to have the Beetle repatriated. This seemed like the most reasonable option, especially as any garage labour costs would be down to me and they had already found a major oil leak.

What I neglected to mention in my last report that the brakes on the car were pretty bad too; I could feel the left rear grabbing under hard braking and there was a lot of pedal travel. This led me to suspect that the nearside rear brake hose had swelled internally with age and someone had backed off the adjusters rather than fixing the problem.

> “someone had backed off the adjusters rather than fixing the problem”

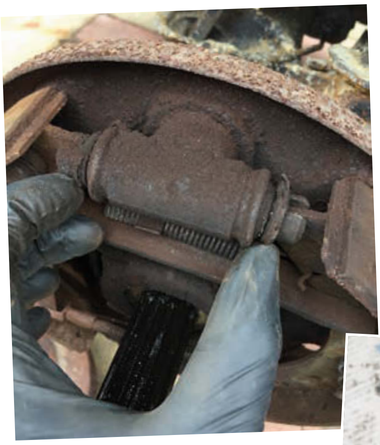
I was told it would take up to 18 working days to get the car home from Sweden, so imagine my surprise when less than a week later it appeared on the back of a recovery truck. I wasn't even discouraged when I saw the patch of oil on the truck bed, or when I drove the car into the garden and realised that the crankshaft oil seal had let go in spectacular fashion; I think it's safe to say that it might have caused severe engine damage if the car hadn't stopped charging when it did.

No stopping now

I got to work jacking up the rear of the car, but not before using a scaffold pole and 36mm socket to loosen the rear hub nuts. I then removed the brake drums, only to find that both hub seals had been leaking and both wheel cylinders and the rear shoes were shot to pieces. I also realised that the original axle gaiters were leaking and holed.

I ordered a lot of parts, stripped out the rear axle and removed the engine. It was at this point that I realised the exhaust and heat exchanger blow wouldn't be an easy weld repair, so I ordered more parts, then more still when I realised the oil cooler seals had been leaking for what must have been years, coating the whole engine in the worst baked on oil I've ever had the displeasure to experience.

As I was going this far, I decided to paint the inlet manifold and remaining original heat exchanger with grey heat resistant paint, which was a welcome

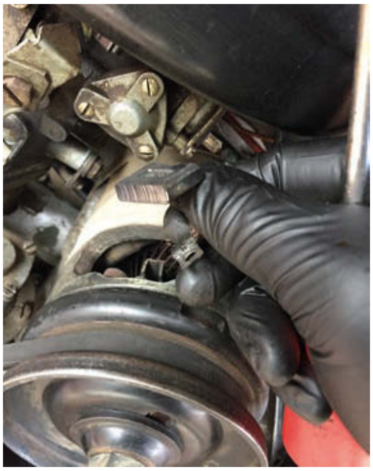


^ > Rear brakes were in a terrible state – it's unbelievable to think this car has a current Swedish MoT. I decided to go for German quality parts throughout and swapped all brake unions for brass or stainless steel – buy cheap, buy twice

Rear hub seals were in a bad way; I know from experience to pay a bit more for hub seal kits…

I used a best quality German oil seal and install tool from JK

After replacing the worn dynamo brushes, I took the unit to be tested at a local specialist



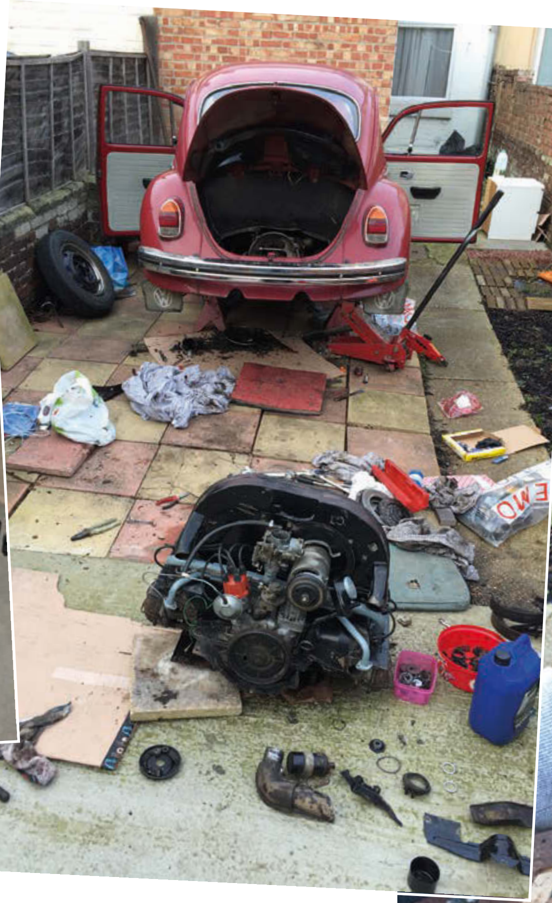
The brake drums and backing plates were heavily rusted, so I had them blasted locally and painted them in black metal paint

distraction after three days of solid de-greasing. I'd also discovered that one of the heat risers on the manifold was blocked at this point, so I spent a couple of worthwhile hours with pieces of old bicycle cable attached to a cordless drill and a blowlamp to gently heat the area around the blockage.

Xmas pressie

I comforted myself a little before Christmas by ordering a few accessories – some chevron mudflaps, a red steering wheel cover and some clear front indicator lenses – this gives me something to look forward to fitting once all the pre-MoT slog is over with.

As I sit here writing this, I only have to finish reassembling the engine, adjust and bleed the brakes, fit the engine and a load of other small jobs to do, including getting a pair of new rear tyres fitted, after I noticed the tread was starting to detach on the ancient Pirelli Cinturatos. Stay tuned for the next instalment, when the car will hopefully be MoT'd and UK registered. In the meantime, you can get updates on Instagram – I'm @barefootdriver ■

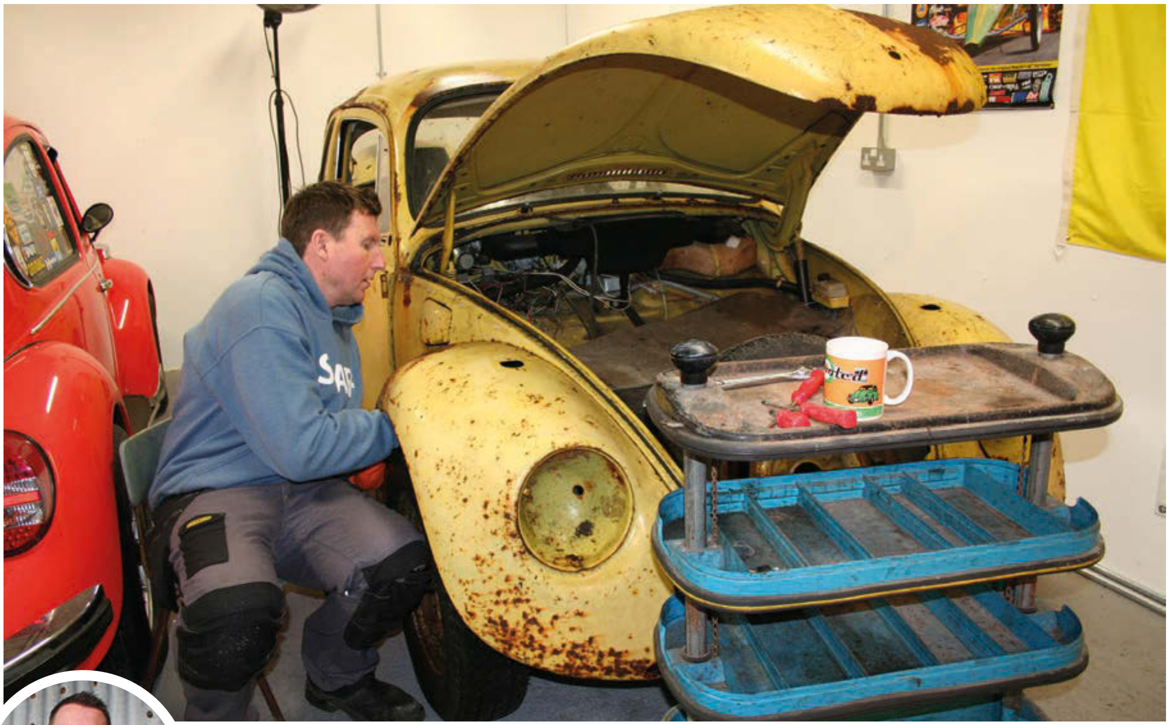


Despite bleak, cold weather, I battled on in my thermals, sometimes working into the evenings with a halogen floodlight

The oil cooler seals had been leaking so long that the oil had seeped across under the tinware and downwards, before being hard-baked on by years of engine heat

The original 48-year-old VW clutch plate was worn down to the rivets on one side; I think I'll treat the car to a new one

I took advantage of a rainy day to swap the headlamp lenses to RHD ones and upgrade to halogen headlamp bulbs



Taking it sitting down, Cathal tackles a front wing. Incidentally, the period school chair was a Xmas present from the kids next door

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Regular contributor

CARS OWNED: '77 Cal Look Beetle

WORK THIS MONTH: Retrieving an old friend

Dig it out, haul it home!

Cathal bought this Beetle five years ago – and the new year has finally given him the incentive to work on it

At the end of October 2013 I was going to the last event of the year; Barn, Bugs & Wags which is run by Jon and Jackie White of VW Spares. As I drove into their barn I spotted a yellow Beetle sitting just around the corner outside the blasting booth. I could see it had high back seats and the shade of yellow led me to think it could be an Anniversary Beetle – a special edition manufactured in Autumn 1971 to celebrate the production of the 20 millionth VW.

It was sold throughout Europe and was based on a flat screen Beetle as well as a 1302 with standard rims and hubcaps or Sprint Star rims. The specification was Saturn Yellow or Texas Yellow paint, high back seats, heated rear window, intermittent wipers, a VW radio, padded dashboard, reverse lights and a 1300cc engine – although some, like this were ordered with 1200 engines.

A limited run of 15,000 was produced, with 300 destined for Ireland, each one receiving a dash plaque and certificate.

Winging it

It was dropped off for blasting but the owner only wanted to blast certain areas with the windows, interior and engine in situ. A budget blasting so to speak. However, he subsequently decided to sell it – so I bought it!

I towed it back to Graham's barn and pushed it into the corner where it sat until last weekend.

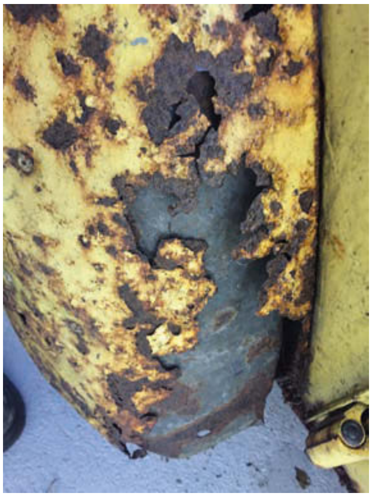
After five years I decided it was time to crack on with the restoration, so it was delivered to my house and rolled into my garage.

I primarily purchased it for its rarity and the fact that I thought it was worth saving, but this was the first time I actually had the chance to look over it properly. It's no minter but it's not kippered either. I removed the front wings to see what was hiding and straight away I could see the repairs to the inner quarters. And speaking of front wings, have a look at the photos to see what can only be described as works of art! The offside wing was battered to bits but had somehow been beaten back into (sort of) shape again but the *pièce de résistance* has to be the nearside wing which has a lovely piece of tin riveted on the inside. That obviously took thought and skill!

> “the oil's been changed every 1,000-2,000 miles”

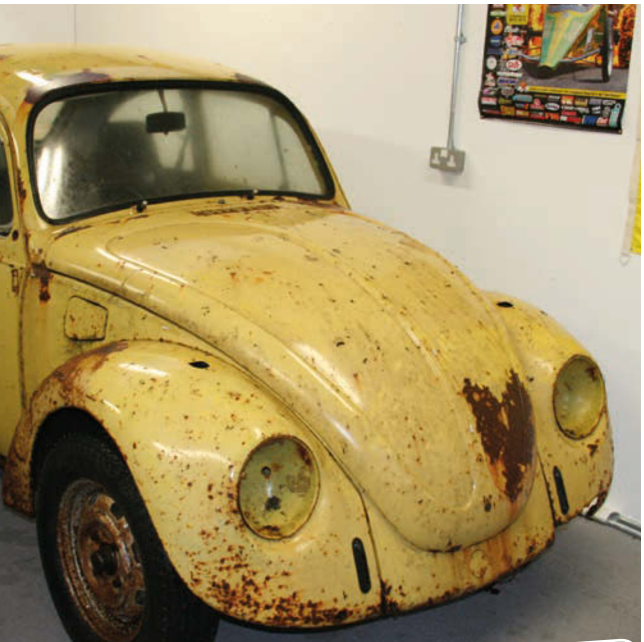
Padded dash was standard fit on the 1971 Anniversary model…

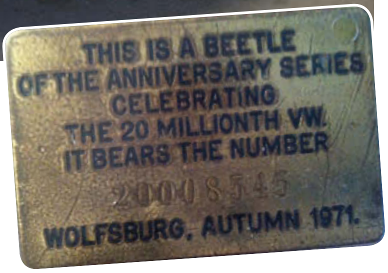
…as were the highback front pews. Shame about the split base, but there's nothing here that can't be repaired



Car is relatively solid, says Cathal, but some of the repairs leave a lot to be desired

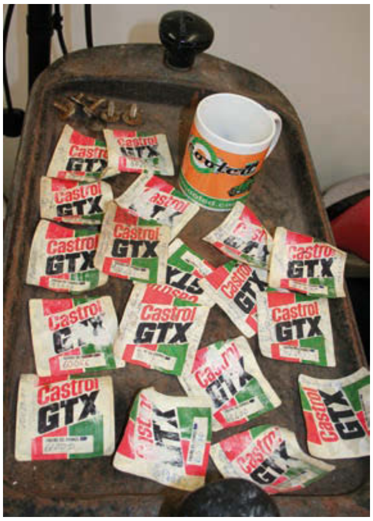
Previous owner had randomly rubbed the Beetle's bodywork back to the bare metal in places, giving it an unintended Patina look



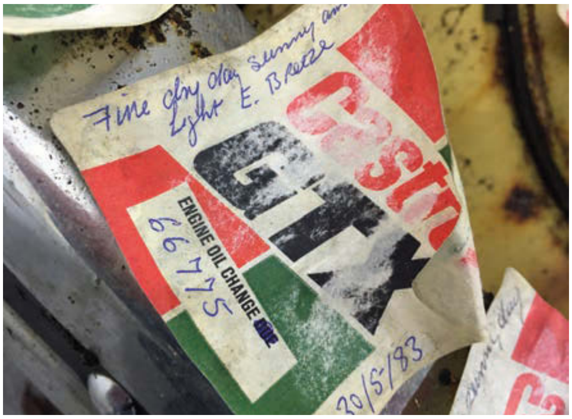


THIS IS A BEETLE
OF THE ANNIVERSARY SERIES
CELEBRATING
THE 20 MILLIONTH VW.
IT BEARS THE NUMBER
20008545
WOLFSBURG. AUTUMN 1971.

Commemorative plaque was included in the car's history file and will go back on when Cathal's restored the rest of the car



Collection of Castrol stickers in the engine bay hints at a somewhat obsessive servicing regime



Get this, even the weather conditions on the day of the oil change has been noted by the former keeper

The spare wheel well is weak so will need to be replaced and there are two small holes in the bottom of the bonnet but the rest of it looks to be in good, solid condition. The car has oodles of surface rust, all down to the previous owner who decided to sand the paint off in random spots and leave it exposed while he decided what to do next.

Oil's good

The under bonnet area has never been messed with. All of the original VW connectors are still present and there is no sign of accident damage. The interior is complete but worn and the dash plaque is safely stored in the car's history file until the restoration is complete.

The original log book was mislaid in the previous owner's house and as she is elderly, I am hoping that her children may find it one day. Otherwise, for now at least, nothing is known of its early life. I was told that it was originally a prize in a competition but I cannot confirm that. All I know is that this Anniversary Beetle was registered on Valentine's Day 1972 in Dublin, having been sold from PJ Woods VW dealership in Clane, County Kildare. There are some stamps in the service book covering its early years so I'll have to do some more digging to unearth its history. What is interesting is the collection of Castrol oil change stickers in the engine bay. When I started to carefully peel them off I could see that they were very neatly stuck on top of each other with no overlaps, very odd and bordering on the obsessive. These indicate that the oil's been changed every 1,000-2,000 miles which I'm hoping is a great indication as to the condition of my as yet untested engine. I thought the frequent oil changes would be the highlight of my first night's investigations but no, they were topped by what was written on each oil change sticker. For some reason, the weather on the day was noted on each oil change sticker. Talk about nostalgia! ■

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Coming up in the April 2018 issue of *VolksWorld*, on sale Friday 9 March

Don't miss it!

Give us a hitch!

Add extra flexibility to your Bus by fitting a neat and discrete detachable tow bar

Words and photos Mark Walker

JOB INFO

TOOLS NEEDED
8, 10, 13, 17, 19mm socket/spanners; screwdrivers
SKILL LEVEL
1
TIME TAKEN
4-6 hours
COST DIY
From £330 for parts and materials
COST PRO
£500 approx parts and labour

Tow bars are a worthwhile addition to any Bus for practicality purposes, especially on longer trips with a family on board. Whether you want to carry bikes or tug along a trailer or small caravan, adding a suitable hitch will make life a lot easier.

Not all tow bars are created equal, though. While the rest of Europe seem to favour the discrete swan neck style bar, here in the UK most people fit an ugly bolt on hitch affair, which doesn't do anything for the appearance of any car – never mind a classic Volkswagen.

Fortunately, Autocraft Engineering (www.autocrafteng.co.uk) have come up with a solution; a tow bar for Split and Bay Window Buses with a locking removable hitch. This means when it's not required, you just remove it in seconds and put it in the supplied canvas bag.

The beauty of this detachable arrangement is that a lot of thought has gone into it, with even the electrics folding away neatly when not in use so in seconds you can unlock, twist and remove the hitch and swing the electrics away for a super clean look.

THANKS TO

Simon from Specialist Motorcaravan Services (07791 948880) for allowing us to photograph this tow bar being fitted to demonstrate what's involved

01 CHECK KIT

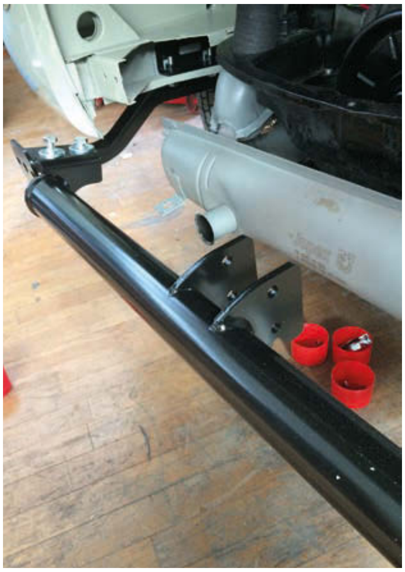
It goes without saying that the first thing you should do when fitting any parts, is to unpack them and check you have the right kit on hand; it's better to find out before you have your Bus in pieces that you can't complete the job. We unpacked our kit and took the opportunity to lay out all of the fixings, so they would be close to hand when we needed them

02 REMOVE BUMPER AND VALANCE

Take a 17mm spanner and socket and remove the four main bolts holding the bumper brackets to the chassis. If your Bus is fitted with splashpans, then you will need to undo these where they bolt through the rear corner with an 8mm spanner. With the bumper on the ground, remove the bumper brackets with a 13mm socket. You won't be needing the brackets again, as the bumper will bolt straight to the tow bar. Now you can remove the four 13mm bolts holding the valance to the rear hangers. You will also need to remove the two bolts or screws holding the valance to the engine bay side trays before the valance can be withdrawn, complete with the seal, which will need to be slid out of the seal channels

03 REMOVE TAILPIPE

The Bus we were working on had a stock exhaust and it was necessary to remove the tailpipe. This is achieved with a 10mm socket and spanner on the slip joint and a 13mm socket/spanner on the support bracket. With this out of the way, we slid the spreader plates inside the chassis rails – on the offside we needed to unclip the wiring loom from inside the chassis rail and snap the clip off in order to get the M10 bolts started. The side brackets are pretty sturdy, so it helps to have a friend to support the bracket whilst you start the bolts into the captive nuts on the spreader plates. Do them up until they are snug, but don't tighten them yet as you will need to move them in order to get the bumper to sit in the correct position



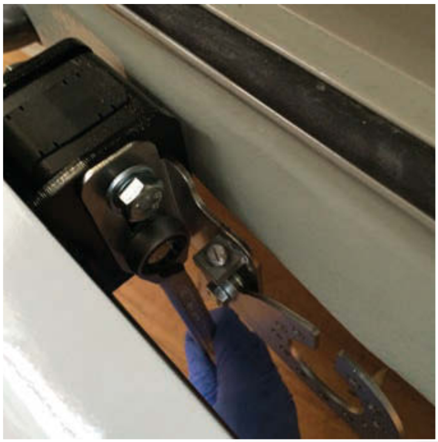
04 BOLT ON CROSS BRACE

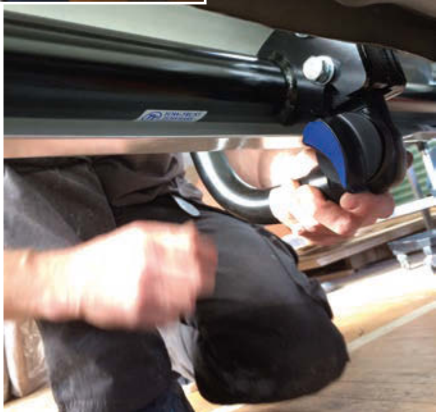
With the side brackets in position, offer up and bolt on the cross brace. You will need four M12 bolts, washers and star washers. This piece is pretty heavy, so it would be handy to enlist the help of a friend again, to avoid scratching anything. Position the cross brace between the two outer hangers and thread in the bolts, but don't tighten them fully, as you will need to adjust the bumper later

➔

05 REFIT VALANCE AND TAILPIPE

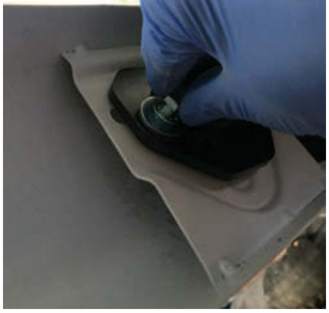
Before you try to refit the valance, you would be wise to pull the tow bar towards the rear of the Bus, to give yourself as much room as possible to get the rear valance in. It is fiddly sliding the seal into the side tray channels and wiggling the valance into position behind the tow bar – it's a tight fit and we found it necessary to bend our valance forwards slightly so it cleared the hitch and didn't risk damaging the paint. You can now refit and tighten the bolts and refit the engine lid seal. At this point, we chose to refit the tailpipe too





06 FIT DETACHABLE HITCH BRACKET

Depending on the exhaust system you specified upon ordering, you will either have a foldaway left- or right-handed electrical socket bracket in stainless steel. As we were running a stock exhaust, we specified a right-handed bracket and fitted it the opposite side to the tailpipe. Offer up the detachable hitch bracket to the cross brace and thread in the M12 bolts on the opposite side to where you will be fitting the electrical socket bracket. With these bolts started and holding the hitch bracket in position, fit the bolts to the other side with the electrics bracket in position and tighten all bolts to the required torque specs in the instructions

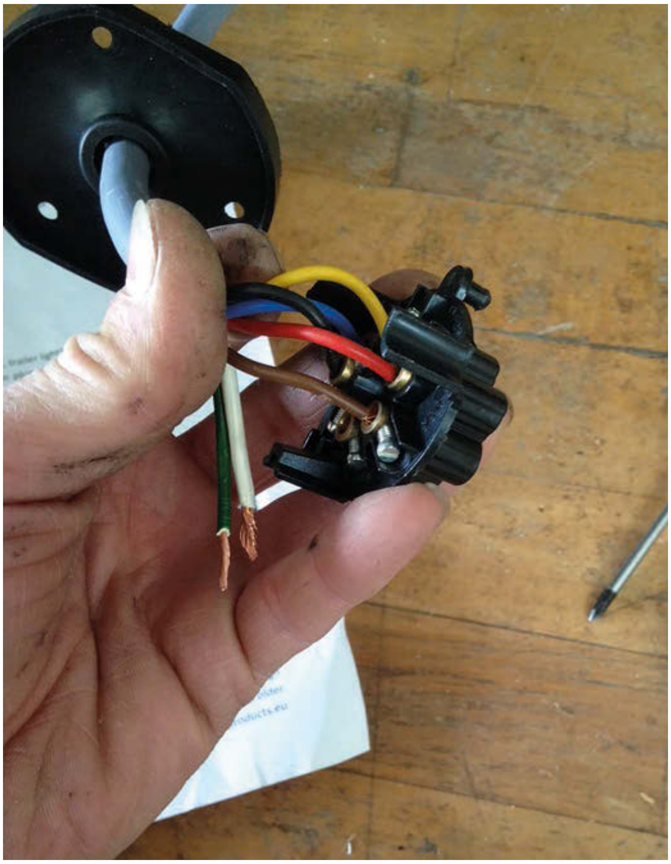


07 FIT REAR BUMPER

Now you can fit the rear bumper. Enlist the help of your friend again, unless you want to risk damaging the paint. It's at this point you will realise why we left everything loose – the parts all have pretty close tolerances and it can be fiddly to get the bolts started. Fit the four 13mm/M8 bolts along with the washers and star washers, but don't tighten up just yet. When the bolts are all snug, you can jiggle the bumper around to get it in the right position. Make sure the height is the same from side to side, along with the gap between the bumper and body. When you are happy with how it sits, torque up all the bolts – bumper, chassis and side brackets to cross brace to the recommended specs in the fitting instructions

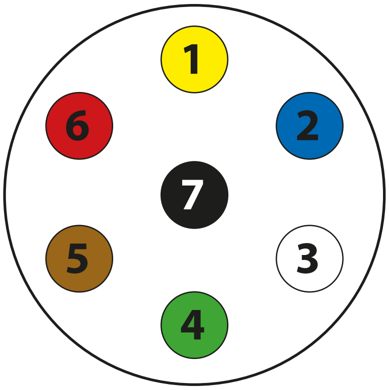
08 DRILL AND BOLT SIDE BRACES

With everything where you want it to be and tightened down, you can proceed to drill the extra holes for the side braces. We had a right-angled drill for this, but if you don't, you will have to remove road wheels or, in extreme cases, the engine from the Bus. Drill a 2.5mm pilot hole, then open it out; the fitting instructions say to open the holes out to 13mm, but we found that a 10mm hole was sufficient. We used the nuts and bolts provided, making sure to put the large washers on the inside to take up the load. Tighten to the required torque specs in the instructions



09 RUN ELECTRIC CABLE

The instructions are pretty comprehensive, but if you don't feel qualified to complete the wiring portion of this install, then consult a professional. The kit contains 2m of seven-core trailer wire, but no electrical connectors. On a later Bus, or one wired to European spec, this length would be sufficient as you will need to locate the correct coloured wires exiting from the rear end of the wiring loom and join the cables together. However, on this '61 US spec Bus we found we needed around 5m to run the cable all the way to the front. This is mainly because of the joint indicator/tail/brake light wiring on early/US Spec Buses. We secured the cable along the chassis rails (you can cable tie it to the existing wiring loom). At the front, we needed to drill a hole in the inner front valance (using a rubber grommet to prevent cable chafing) and run the wire up inside the front panel to where the fuse box is located



1 Left indicator
2 Rear fog lights
3 Earth
4 Right indicator
5 Right tail/number plate
6 Brake lights
7 Left tail/number plate

10 WIRE UP SOCKET

Here is how to do the wiring for a 12N style 7-pin socket, which is suitable for trailer road lights. The Autocraft kit includes a cast metal socket housing for a period look. The kit also includes all the fixings for the wiring socket and some helpful instructions to help mate up the trailer wire to the existing VW wiring. The socket terminals themselves are numbered, so you can't go too far wrong!

HERE'S A QUICK GUIDE:

Pin	Wire colour	Function	VW wire colour
1	Yellow	Left indicator	Black and white
2	Blue	Rear fog lights	N/A
3	White	Earth	Brown
4	Green	Right indicator	Black and green
5	Brown	Right tail/number plate	Grey and red
6	Red	Brake lights	Red and black
7	Black	Left tail/number plate	Grey and black

The Autocraft instructions suggest using scotchlocks to splice the wires together, but there are better ways of doing this. Use electrical terminals instead and either piggyback wires straight out of the fusebox or permanently join wires together coming out of the loom with a splitter. With the wiring in place, wire up as per the above instructions before bolting the wiring socket to the swing down hitch plate using the stainless pan head screws and Nyloc nuts provided. Don't forget the rubber seal between the socket housing and swing down plate. Job done!

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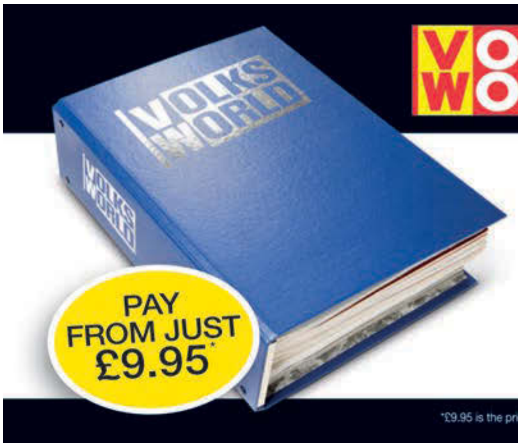

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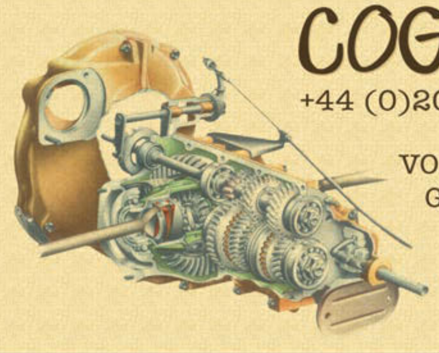

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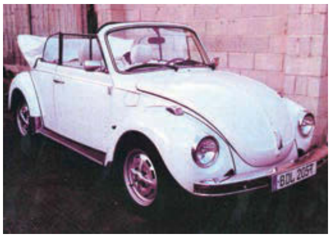

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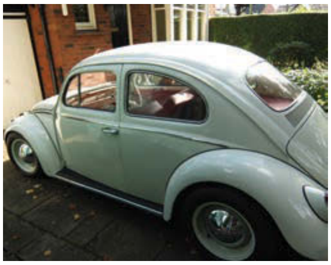

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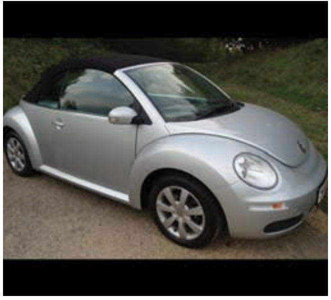

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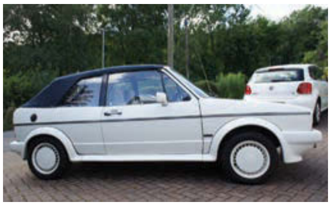

1984, 102,270 Miles, £3,450. One owner last 30 years, History from new, all MOT's, discs, receipts, 1781cc injection, 112bhp manual, factory supplied Gti specifications. Summer weekend car. No rust dry stored long MOT. Please call 02920 614732, Cardiff.

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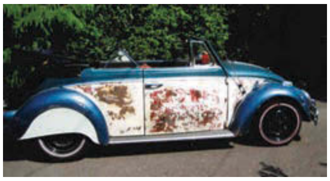

1960, £12,500. 1500 engine, dual circuit brakes, ADJ front beam, brick red interior, sapphire radio, swan mirrors, CD player. Please call 077635 61601

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£950. 1.6 petrol, manual gearbox, electric windows, electric sunroof, radio replaced but original kept. Weather wear on paint work plus stone chips as expected for this age of car. Few scratches on bumper. Reasonable condition for year when driving, lovely but stalls on low revs, requires a service. Mot June 2018 bracket required for exhaust. An engine that you can see what is where and unlike new cars and doesn't stop working because of some damned computer if an indicator bulb fails. Please email marklwatkins@hotmail.com

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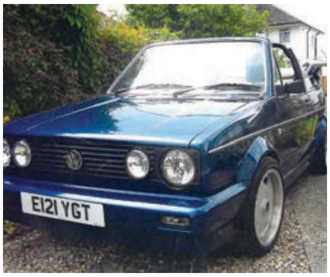

1988, 148,158 Miles, £1,950 ONO. Classic Golf Cabrio convertible, barbet alloys nearly new. Yokohama tyres, heated rear screen. MOT until 6th July 2018. New rear exhaust, brake shoes and steering rack. Dry stored for last 3 years. Please call 01625 354561

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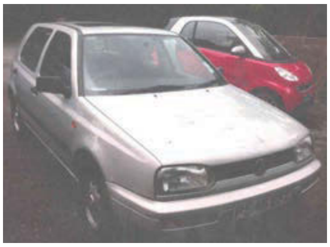

1997, 33,700 Miles, £1,000 ONO. One family ownership since new. Grey, black cloth interior. MOT August 2018. No advisories sunroof, rust free, clean, drives well, everything tight. Service history. Please call 07871 547394, Oxford.

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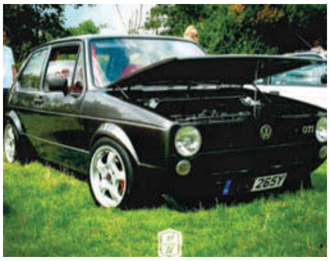
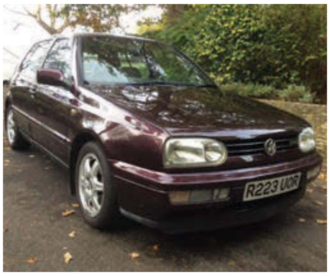


1982, £6,900. 2.0 litre 16V, 230 BHP. Engine built by connaught competition , engines Jonvi throttle bodies with ecu, hi spec brakes, fk cloisters roll cage to much to list mileage. Please call 07941 415177.

GOLF MK3 VR6 HIGHLINE



1997, 67,500 Miles, £4,600 ONO. Golf Mark 3 VR6 Highline, 5 door manual. Mulberry metallic, leather interior, sunroof. 2 owners from new (current owner for 18 years). Excellent condition. Long MOT, FSH with bills. Standard car, never modified and always garaged. Please call 01202 696781

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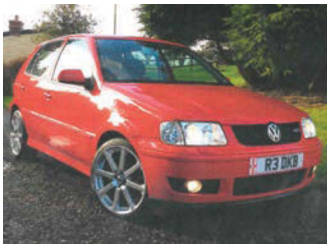

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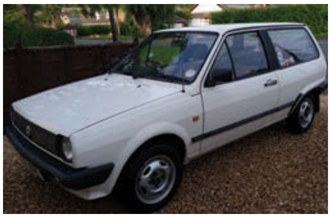

1986, 63,000 Miles, £2,250. 1043cc engine, 4 speed, Alpine white, 2 owners from new, present owner last 8 years. MOT until June 2018. Recent exhaust, tyres and shocks. Well maintained, original condition Please call 07873 383106.

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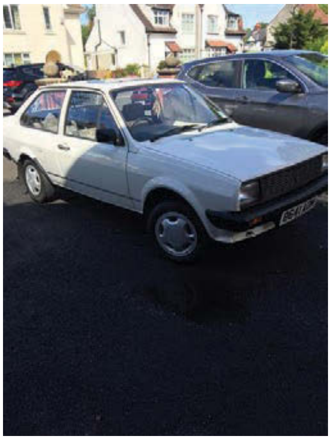

1984, 36,000 Miles, £3,000 ONO. Full VW service history, comes with all documentation, tax discs and Haynes manual, totally standard and original. MOT due in may. Detailed engine. Please call 07891 419769, Lancashire.

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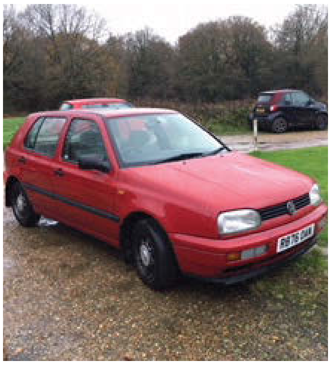

£950. 1.6 petrol, manual gearbox, electric windows, electric sunroof, radio replaced but original kept. Weather wear on paint work plus stone chips as expected for this age of car. Few scratches on bumper. Reasonable condition for year when driving, lovely but stalls on low revs, requires a service. Mot June 2018 bracket required for exhaust. An engine that you can see what is where and unlike new cars and doesn't stop working because of some damned computer if an indicator bulb fails. Please email marklwatkins@hotmail.com

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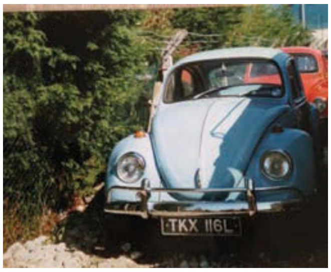

1973, WANTED. Blue Beetle. Currently SORN. Last MOT 2006 at Chorlton Motoring Centre M21 8ER New owner acquired 31.10.15. If anybody knows anything at all I would be very grateful for any help or advice. Think it went to Loughborough Uni some time in the 90's. Please call 07759 422535.

VOLKSWAGEN LT 35 RECOVERY

1985-1990, WANTED. Must be diesel and not scrap with working winch and ramps. Please call 07941 803765

CAMPERVANS FOR SALE

CAMPER

1961, 85,000 Miles, £40,000. Garaged, restored. 1600 twin port, MOT until Dec 2018. Please call 07799 445962

DORMOBILE

1972, 59,000 Miles, £5,300. In very good condition, not 'show' standard but she always turns heads when we're out. Road Tax Exempt with current MOT to 19th August 2015. LPG fuel conversion. New engine fitted, sills, jacking points and new front disc brake. Sleeps four with double folding bed and original twin bunks. In excellent condition undersealed from new and well looked after. Original Dormobile interior. Buddy seat fitted so can seat five. Please call 07398 289582.

SPLIT SCREEN

1966, £30,000. Full MOT, tax exempt. Interior by Bernard Newbury. 240 hook up 1800cc. Engine about 6000 miles. Foosh wheels. CD and DVD player. Please call 01485 541986

T2 BAY WINDOW

1979, 118,859 Miles, £10,500 ONO. 2 Litre automatic. Owned since 1981. Og engine and gearbox. Og interior. Serviced. MOT until Sept 2018. Please call 07918 653515 or 01803 520151.

T2 CAMPERVAN

1972, £8,600. Blue, spent £3,000 on having the mechanical overhauled. Fully rebuild 1600cc engine. New fuel lines, brakes and servo, gearbox bushes, electronic ignition fitted. Refurbished interior. Will have 12 months MOT. Please call 07966 053895

T2 EARLY BAY

1971, £32,000. Professional restoration 6 years. Full photo's available. Trimmed in red vinyl and bull walnut. MOT October 2018. Please call 07885 222831.

SC SPORTHOME

1974, £18,000. Tax free late bay with unique SC Sport homes interior, sleeps 2 adults and 2 children bunks. Air Shocks and loads of new parts, fully serviced, MOT and ready to go. RHD UK model, Please call 07710 150400.

VOLKSWAGEN CAMPERVAN

1979, 82,313 Miles, £26,000. Exterior and interior excellent condition. Rock n roll double bed, double bed in pop up, CD player, fridge, sink, gas hob, stow away table. MOT until May 2018. Please call 07766 541749, Wiltshire.

VW T5

2008, 107,000 miles, £9,350. New clutch, lowered 40mm, 20 inch Range Rover wheels, rear parking sensors, DAB radio, re carpeted inside, roof and side bars. Please call 01744 633581.

VW EARLY BAY CAMPER

1970, £14,995. LHD, full engine refit, rock n roll bed, many original features, converted bed in pop top, MOT May 2018, stored in garage. Please call 07917 830346, Swindon.

VW WESTFALIA RHD

1974, 57,000 Miles, £12,995. Four berth re-conditioned engine, propane heater, tow bar, inverter. New drive away awning radio icd. 3 registered owners from new Original Westfalia trim, cooker. Other extras available. Good condition. Please call 07971 475267

PARTS FOR SALE

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£65 each. Two used dual port 1600 cylinder heads with new exhaust valves. Please call 01353 860166, Cambs.

REAR SEATS

£400. Taken out of Transporter T5. Rear seats triple recline, gas shocks, fitted seat belts. Plus driver and passenger double seats all matching as new. Please call 07758 350019.

SET OF ALLOY WHEELS AND TYRES

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10R20
11R20
11R20
11R20

£POA. 825x15 11r's +12r's Tyres, various Second hand wheels and tyres. Tyres are in good condition. Please call 01676-523242, Birmingham.

RHD VW SPILT-WINDOW PARTS

1965, £1,100. Canterbury pitt interior, sink and cooker. Please call 07790 590175, Stoke-On-Trent.

VOLKSWAGEN BEETLE ROOF BARS

2014, £95. 4 keys instructions. Please call 02476 491492.

VOLKSWAGEN GOLF 20V TURBO ENGINE

£POA. In good condition. Also Golf GTI engine. Ring for full details. Avon. Please call 07510 171711.

VW GOLF MK1/2 WHEELS

£100. 4x100 stud pattern. 4x 6.5x16 steel wheels. Please call 07884 184279.

VWT WHEELS

£100. 4 steel wheels, 5 stud, 205/65R/16C (16") with tyres and VW trims. 2 Firestone Vanhawk, 2 Inf-100 Infinity, condition, little used. Please call 07729 103836.

VW TRANSPORTER STEEL WHEELS

£175. VW 17 T5 steel wheels. 7X17. 950KG Rates. Ideal for banding. Heavy duty. Superb condition. Please call 07528 667788, Shropshire.

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£POA. Manuals, handbook magazines. Please call 01507 610016, Lincs.

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2017 VW T6 Surf, 0 miles, 2.0 diesel, manual transmission, Grape Yellow, air conditioning, front & rear parking sensors, cruise control, driver and passenger armrests, 2 burner gas hob & grill, camping leisure battery, stainless steel sink, 240v mains hook up, raising roof and a king-sized bed. **£44,941.** Ref: 3089.

2017 VW T6 Danbury Royale, 0 miles, 2.0 diesel engine, 2 burner gas hob, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, rear parking sensors & rear parking camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet, **£56,039.** Ref: 2889.

2011 VW T2 Danbury Diamond, 1.4 Petrol, 27,600 miles, spacious double bed, 2 burner gas hob, gas grill, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, underseal anti-corrosion treatment, CD radio with MP3 Capacity, raising roof with roof bed, alloy wheels and much more. **£39,995.** Ref: 3206.

2014 VW T2 Danbury Diamond 5 seat SE, 51,815 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge/freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: HEV.

2015 VW T2 Danbury Rio, 3123 miles 1.4 watercooled petrol engine, ultra-low mileage, air con, power steering, Freeview TV/DVD, freestanding drive-away awning, matching DanBug trailer, buddy camping seat, a wooden/alloy steering wheel, a roof bed for make 4 berth, chrome bumpers/mirrors & headlamp rims, rear-mounted spare wheel carrier with colour-coded locking wheel case, front-mounted dummy wheel cover & much more. **Only £49,995.** Ref: 3204.

1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327k.

2015 VW T2 Danbury Rio, 1.4 water-cooled petrol, 3,123 miles, 2 burner gas hob, gas grill, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, heated rear window, CD radio, raising roof and much more. **£49,995.** Ref: 3204.

2017 VW T6 Royale, 0 miles, 2.0 diesel (150ps) DSG automatic transmission, long wheelbase, Walnut units, Light Wood floor, standard VW upholstery, rear parking sensors & camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet and much more, **£50,579.** Ref: 3043.

2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.

2017 VW T6 Active, 19,000miles, 2.0 diesel, manual transmission, tailgate rear door, double cab front seat, air conditioning, colour-coded bumpers, rear-parking sensors, cruise control, alloy wheels, leather steering wheel, metallic paint, BluMotion technology and much more. **Only £42,995.** Ref: LC16 RFE

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Hecho en Mexico!

Former *Safer Motoring* editor Robin Wager remembers testing the new influx of Mexican imports

What do you think?

Got something you'd like to share with us? – email volksworld.ed@kelsey.co.uk

The announcement that Beetle production in Germany was to end came as a bit of a body blow to enthusiasts. Beetles would henceforth be produced only in South America, with the main Mexican plant in Puebla building only left-hand drive versions. Worst of all, the Beetle model would no longer be officially imported into the UK.

Undaunted, Beetle aficionados succumbed to the well-known phenomenon 'If you can't have one, you immediately want one'. The result was the emergence of 'grey importers' who now negotiated with sources abroad to procure new Beetles for British customers.

Arranging to buy one was to take a bit of a risk. The price could be negotiated in advance but there were the inevitable questions – notably what were they like? How well built were they compared with the former German model and how would they stand up to our climate? It was time for *Safer Motoring* to step in and find out.

> "LHD price was £4,000, with conversion using new parts adding £750"

We had been able to take a superficial look at a couple of Mexicans but (probably fearing a *Top Gear*-style scenario) no owners were brave enough to lend us their new pride and joy for an extended test. Enter TVS/Regency Cars, based in Burton Latimer, Northants, who in the summer of 1984 offered us their practically brand new Mexican 1200 demonstrator. At that time TVS, in common with several other specialists, were supplying Beetles to order, importing from Germany where they were still officially on sale. They would do the paperwork and deliver the car to its owner, taking a 10% deposit through a special secure bank account. They would also, if desired, convert to RHD, as they had done on the car we borrowed, at extra cost.

When I collected the Mars Red car (A787 VNV) from TVS's Nigel Pruden it had only done 600 miles from new. Even allowing for the claim that Beetles could be driven flat-out from day one, it would be pointless, not to mention unfair, to try any performance tests with such a new engine, and for my report in our September 1984 issue I was much keener to look at the details.

1200 L
Der Käfer. Und läuft und läuft und läuft.

The last German-built Beetle left the Emden production line in January 1978. However, you could buy a Mexican Bug from an official VW outlet in Germany but not in the UK

For the switch to RHD, they had used all new VW parts – steering drop arm, track rods and ends, brake master cylinder, pedals, headlights, padded dash covering, speedo and surround grilles. The only snag was that new RHD glovebox mouldings and lids were now unobtainable so they fitted a steel blanking plate instead and installed a Kamei parcel shelf for oddments. The pedal conversion was excellent, the surgery to the toeboards and rubber matting being neat and the hole for the original steering column simply blanked off. The pull release for the bootlid, originally inside the glovebox, was repositioned under the dash.

I thought the interior was an improvement over recent European Beetles. Black and white check-pattern cloth seats, shaped more like those in the water-cooled cars, proved extremely comfortable.

Other trim varied, too: what appeared to be the good old original cord carpet in the footwells and rear floor was in fact plastic, moulded with a fine stippled effect.

The folding rear seatback was retained by the older rubber strap and hook instead of the newer pull-handle and latch. Behind the four-spoke steering wheel was an additional right-hand stalk for the washers and wipers in place of the usual dash-mounted affair. I noticed that the fiddly little rocker switch for the heated rear window (already standard on the last Euro Beetles) was now in a small panel at the top centre of the dash.

Closer inspection of the exterior revealed slightly smaller windows, one stage removed from the latest European spec, as Mexico used older tooling. Meanwhile, the Europa bumpers, Golf-style headlights, wheels and hubcaps were all very familiar.

One other departure from final European cars could be seen on lifting the engine lid: Mexico still retained a dynamo for its Beetles.

The Goodyear 'OXO' radials gripped well but squealed on corners, and there seemed to be more noise inside the car than I was used to. Finish was excellent, with all flanged roof-gutter seams (a notorious rusting point) sealed and filled flush prior to painting. I assumed that, since Mexican cars were still being sold through the official VW network, Wolfsburg kept a pretty close eye on quality in view of the six-year bodywork warranty.

A poke around underneath showed thick PVC body protection, as well as revealing a surprising mod: a four-post lifting point under each wheelarch.

So what were the economics? LHD price was £4,000, with conversion using new parts adding £750. A new basic Polo at the time listed at £3,695 – but a true Beetle enthusiast would surely look beyond saving £1000, or live with a LHD car. The final persuading factor might have been that, at this time, rumours were already circulating that Beetle production would end for good within two years... ■

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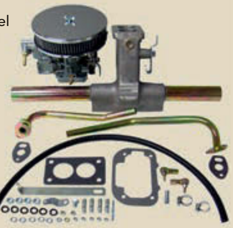

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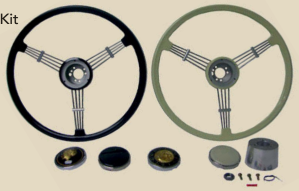

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